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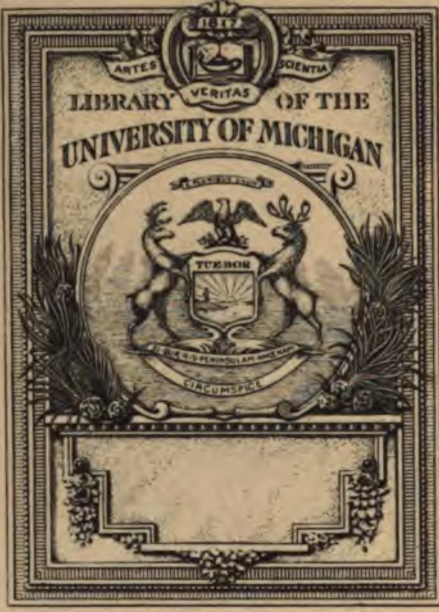
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NAVAL

# NAVAL AND MILITARY
# MEMOIRS
# OF
# *GREAT BRITAIN.*

## 1757.

ALTHOUGH a change of Adminiſtration had taken place at the cloſe of laſt year, and a plan in ſome meaſure formed by them for the operations of the enſuing campaign; yet there evidently appeared not only a want of vigour in the Government, but in all our naval and military affairs. Perhaps this was owing to many ſenſible people foreſeeing that the preſent Miniſtry would not be able to ſtand their ground, as they met with a very ſtrong oppoſition in the Houſe of Commons. Mr Pitt was well acquainted with the ſentiments of the people; and he loſt not a moment in doing all that lay in his power to correct abuſes, to revive the depreſſed ſpirit of the nation, and to employ its natural ſtrength in the moſt effectual manner. The foreign auxiliaries were ſent home, trade was protected, and powerful ſuccours were ſent to all the Britiſh colonies in America.

The Earl of Loudoun had been ſent out the preceding year as Commander in Chief of the land forces in North America; he found on his arrival there, the affairs of the colonies in a dreadful plight. In order to retrieve them, and be able to act on the offenſive, it was abſolutely neceſſary, he ſaid, to reinforce him, early in the ſpring, with at leaſt ten thouſand men, eſcorted by a powerful fleet, ſuperior to any the enemy could fit out to oppoſe it; and he requeſted that this body of troops might be ſent all at one time; as all the military ſuccours that had been afforded the colonies hitherto, had been ſent acroſs the Atlantic in ſuch ſmall bodies, and at ſuch long intervals, that they never had it in their power, either to protect the inhabitants, or act with vigour againſt the enemy; who, from their ſuperiority in numbers, alertneſs, or our own miſconduct, contrived to cut them in pieces ſoon after their arrival. To this plan the Miniſtry aſſented; and informed his Lordſhip, that this ſcheme had met with his Majeſty's approbation; and that, as ſoon as the ſeaſon would permit, the reinforcements he aſked for would be ſent.

At this time, there was a powerful and well diſciplined army in Great Britain. Ten new regiments had been raiſed, the end of the year 1755. At the beginning of 1756, a regiment, conſiſting of four battalions of a thouſand men each, was raiſed: they were deſtined to ſerve in America, and, officers as well as men, compoſed of foreign Proteſtants.

In Auguſt 1756, a battalion had been added to the fifteen oldeſt regiments of infantry then in Great Britain; yet of this powerful army, there was not a man to be ſent to America; Ireland was to have that honour. The cauſe was evident: the French were marching a large army into Germany, and the then Commander in Chief was in hopes of being able to prevail with the Miniſtry to tranſport the army in Britain, to the aid of the Electorate of Hanover: this he could not bring about, and Ireland could not afford to ſpare ſo large a body of men as was required to be ſent to North America. In order, therefore, to make up the deficiency, a ſcheme of Archibald Duke of Argyle's was adopted, and perhaps one of the wiſeſt that ever yet was deviſed: this was, to raiſe two regiments of twelve hundred men each, from among the Highland clans in Scotland, the officers to raiſe their own men.

The Miniſter, who was infinitely ſuperior to the prejudices that actuate low minds, readily gave into it. He ſaw the plan replete with ſound wiſdom: it was, indeed, the ſharpeſt axe that ever was laid at the root of Jacobitiſm. It not only annihilated diſaffection; but it did more: it transferred the affections of the diſloyal clans, to the illuſtrious Houſe of Hanover. The men were raiſed in the ſpace of a few weeks; and we do not hazard much when we aver, that no body of men ever ſerved with more honour to themſelves, or real advantage to their king and country, than they did.

Vice-Admiral Holburne was appointed to command the fleet that was to eſcort the troops to North America, and to act in conjunction with the Earl of Loudoun; but, from a ſtrange fatality, which as yet had attended all our operations, he was ſo long detained in England, that, before he arrived at his deſtination, the ſeaſon for acting was drawn near a cloſe.

As the enemy had hitherto been ſuperior to Britain in point of naval force in the Weſt Indies; Rear-Admiral Cotes took out with him large reinforcements, and convoyed the trade to Jamaica; as did Commodore Moore, to the Leeward Iſlands. Admiral Oſborn was ſent to command the fleet in the Mediterranean; and, as the enemy were ſending out a fleet and an army to the Eaſt Indies, Commodore Stevens was diſpatched with a reinforcement of ſhips to join Vice-Admiral Watſon.

The enemy's activity, in ſending out ſuccours to their colonies early in the Spring, was very conſpicuous; and, notwithſtanding all Mr Pitt's endeavours, they got the ſtart of Britain this campaign. The enemy ſoon obtained information of the plan of operations laid by the Britiſh Miniſtry, and they took all the precautions in their power to render them abortive; for, although ſtrong ſquadrons had been kept cruizing before their principal ſea-ports, yet the reinforcements they ſent out, had the good fortune to eſcape them all.

Early in January, a ſtrong ſquadron under M. de Beaufremont, ſtole out of Breſt; his deſtination was Louiſburg: but as that harbour could not be free from ice on his arrival on the American coaſt, if he ſteered his courſe directly for that place; he proceeded to the iſland of Hiſpaniola, and cruized for ſome time in the Weſt Indies, where he did the Britiſh trade conſiderable damage; and at a proper ſeaſon proceeded rations: for, while our commanders abroad knew not who was to reward their ſervices, or puniſh their neglects, and even were not aſſured in what light their beſt intended actions might be conſidered, they had reaſon to apprehend that they might not be repreſented to the nation as they really were, but as it might anſwer the particular purpoſes of ſome ruling faction; who, to ſcreen their own bad conduct, might give them up as a ſacrifice, to appeaſe the wrath of an enraged and injured public. In ſhort, the enterprizing boldneſs, which is the characteriſtic of the Britiſh nation, and which afterwards broke forth, and ſhone with ſuch unparalleled luſtre, ſeemed for a while to be hid under a cloud.

At laſt, a coalition between the two contending parties was happily effected; and the following partition of places took place on the 29th of June, *viz.* Mr Pitt and the Earl of Holderneſſe, Secretaries of State; the Duke of Newcaſtle, the Honourable Henry Bilſon Legge, (Chancellor of the Exchequer), Robert Nugent, Eſq; William Viſcount Duncannon, and the Honourable James Grenville, Lords Commiſſioners of the Treaſury; the Honourable George Grenville, Treaſurer of the Navy; Richard Earl Temple, Lord Privy Seal; Henry Fox, Eſq; Pay-Maſter-General of the Land Forces; the Honourable Charles Townſhend, Treaſurer of the Chamber; the Duke of Devonſhire, Lord Chamberlain of the Houſehold; Granville Earl Gower, Maſter of the Horſe; the Duke of Bedford, Lord Lieutenant of Ireland; Sir Robert Henley, Lord Keeper of the Great Seal; and George Lord Anſon, the Honourable Edward Boſcawen, Temple Weſt, Eſq; George Hay, L.L. D. Thomas Orby Hunter, Gilbert Elliot, Eſqs; and the Honourable John Forbes, Lords Commiſſioners of the Admiralty. In the month of September this year, died Vice-Admiral Weſt. His death, by many, was ſuppoſed to have been accelerated by the hard fate of his colleague in the Mediterranean command, in 1756. In Mr Weſt, the nation was deprived of a man of the greateſt probity, and the ſervice of an excellent officer. Hans Stanley, Eſq; was appointed to his ſeat at the Board of Admiralty. From this arrangement in the State, we may with propriety date the beginning of Mr Pitt's adminiſtration, which brought Great-Britain to the higheſt pitch of glory and proſperity.

By his Majeſty's command, the following promotion of flag-officers was made in February:

| | |
|---|---|
| William Martin, Eſq; | To be Admirals of the White. |
| Iſaac Townſend, Eſq; | |
| George Lord Anſon, | |
| Henry Oſborn, Eſq; | Admirals of the Blue. |
| Thomas Smith, Eſq; | |
| Thomas Griffin, Eſq; | |
| Sir Edward Hawke, K. B. | |
| Charles Knowles, Eſq; | Vice-Admirals of the Red. |
| Honourable John Forbes, | |
| Honourable Edward Boſcawen, | |
| Charles Watſon, Eſq; | Vice-Admirals of the White. |
| Temple Weſt, Eſq; | |
| George Pocock, Eſq; | |
| Hon. George Townſhend, | Vice-Admirals of the Blue. |
| Savage Moſtyn, Eſq; | |
| Francis Holburne, Eſq; | |
| Henry Harriſon, Eſq; | Rear-Admirals of the Red. |
| Thomas Cotes, Eſq; | |
| Thomas Frankland, Eſq; | |

The ſupplies granted by Parliament were very great; fifty-five thouſand ſeamen being voted for the current year; and the ſum total voted this Seſſion, amounted to the ſum of 8,350,325l. 1s. 3d. (See Note 100.) After the diſmiſſion of Mr Pitt and his friends, the Houſe of Commons determined to enquire into the cauſe of the loſs of the iſland of Minorca. Nothing could be more agreeable to the nation: they addreſſed his Majeſty for a great number of papers, all of which were laid before the Houſe. If however the then Miniſtry meant this enquiry as a juſtification of their own conduct, the papers produced had a quite contrary tendency.

It appeared that they had little or no foreign intelligence:

that they had very early notice of the intended attack on Minorca; that the number of ſhips of war in commiſſion, amounted to two hundred and fifty, having on board fifty thouſand ſeamen and marines; and the army in Great Britain, at that time, was more than thirty thouſand men: Yet, ſtrange to relate, the Committee of the whole Houſe came to ſeveral reſolutions, the firſt and laſt being the moſt extraordinary that ever yet was framed. In the firſt, they ſay, That it appeared to the Committee, that his Majeſty, from the 27th day of Auguſt 1755, to the 20th of April 1756, received ſuch repeated and concurrent intelligence, as gave juſt reaſon to believe, that the French King intended to invade his dominions of Great Britain or Ireland. In the latter, That the Committee are of opinion, that no greater number of ſhips of war could be ſent into the Mediterranean, than were actually ſent thither, under the command of Admiral Byng; nor any greater reinforcement than the regiment which was ſent, and the detachment, equal to a battalion, which was ordered for the relief of fort St Philip, conſiſtently with the ſtate of the navy, and the various ſervices eſſential to the ſafety of his Majeſty's dominions, and the intereſts of his ſubjects *. Theſe reſolutions did not paſs without long debates and ſevere animadverſions, and were not carried by large majorities.

## EAST INDIES.—1756 & 1757.

THE ſquadron of his Majeſty's ſhips in India, ſtill continued under the command of Vice-Admiral Watſon; and conſiſted of three ſhips of the line, one of fifty guns, two frigates, and a ſloop. (See Note 101). Towards the end of April 1756, the Vice-Admiral and his ſquadron left Bombay, being as ſoon as the monſoons would permit; and arrived at fort St David's, on the coaſt of Coromandel, about the middle of May. Soon after which, he received information from the Preſidency of Madras, that the French had embarked three thouſand men on board of ſix

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* Vide the Reſolutions of the Houſe of Commons in May 1757.

ſix of their largeſt Eaſt India ſhips, which were to be converted into men of war as ſoon as they arrived in India. Theſe troops were to be eſcorted by ſix men of war of the line. This intelligence was tranſmitted by the Directors of the Eaſt India Company in London; and, coming from ſuch authority, was firmly believed. Admiral Watſon, on this, put his ſquadron in the beſt condition he could to receive the enemy, and ordered every officer to ſleep on board. The Preſidency of Madras requeſted he would repair with the ſquadron to that place. With this requeſt he reluctantly complied, as he knew the road of fort St David to be the moſt proper ſtation on the whole of the Coromandel coaſt, for intercepting the French fleet. The Nabob of Golconda had quarrelled with the French in his country under M. de Buſſy, and requeſted ſuccours of the Preſident and Council of Madras, to drive them out of his territories. This being conſented to, a detachment of five hundred men was on the point of marching, when an expreſs arrived from Bengal, informing the Governor and Council, that the Nabob, on the moſt frivolous pretexts, had quarrelled with the Company, laid ſiege to Caſſimbuzar and Calcutta (See Note 102.), and made himſelf maſter of both places: that Governor Drake, and a number along with him, had made their eſcape on board ſhips at Calcutta, and were in the utmoſt diſtreſs at Fulta. About the ſame time, the Vice-Admiral received orders to repair with the ſquadron under his command to England. Theſe orders he communicated to the Preſident and Council. They were greatly embarraſſed on this intelligence, and not only requeſted of the Vice-Admiral to remain with his ſquadron in India; but aſſured him, unleſs ſome of the men of war proceeded immediately to Bengal, the Company's affairs would be entirely ruined; as, without ſuch aid, they had not ſufficient ſhipping to tranſport the number of troops neceſſary to be ſent on this ſervice. The Vice-Admiral ſaw that it was abſolutely neceſſary to ſuperſede his orders, in order to prevent the total ruin of the Eaſt India Company; and he determined to proceed immediately with the ſquadron to Ballaſore road: but as the mouth of the river Ganges abounds with dangerous ſhoals called the Braces, it was thought impoſſible to get the largeſt ſhips over them. The Saliſbury, Bridgewater and Kingsfiſher, were therefore to be put under the command of Captain Martin, and to proceed up the river to Calcutta. To perſons unacquainted with the Bay of Bengal, the voyage from Madras to Ballaſore road, ſeems ſo eaſy as to admit of being executed almoſt as ſoon as reſolved on. But the caſe is quite the reverſe; for, at this ſeaſon of the year, there are ſuch violent gales of wind and ſtrong currents which continually ſet out of the bay, that it has frequently happened, when a ſhip was thought to have made a conſiderable progreſs on her voyage, the firſt land ſhe made was the iſland of Ceylon.

The Admirals ſailed from Madras the 14th of October, with the Kent, Cumberland, Tyger, Saliſbury, Bridgewater, and Blaze * fire-ſhip, and ſome of the Company's ſhips; having a detachment of troops on board, under the command of Lieutenant Colonel Clive†. The weather was uncommonly tempeſtuous. Some days after ſailing, the Saliſbury ſprung a leak, and making the ſignal of diſtreſs, aſſiſtance was ſent her as ſoon as poſſible. The leak was found to be in the bow. In order to ſtop it, it was neceſſary to bring her by the ſtern: this took up ſome time; but it was at laſt effected: and the Admiral left it in Captain Martin's choice, either to bear away for the iſland of Ceylon, or to endeavour to reach the Ballaſore road: he preferred the latter, as this ſhip was of the utmoſt conſequence to the ſucceſs of the expedition, having two hundred land forces on board; beſides, Captain Martin had been pitched upon, to command the ſhips that were to go up to Calcutta. After innumerable toils and difficulties, the Kent, Tyger, Bridgewater, and ſome of the Company's ſhips, arrived in Ballaſore road the 5th of December. The Cumberland unfortunately falling to leeward, grounded on a ſand-bank; but was got

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* This veſſel was purchaſed by the Admiral, on his receiving advice of the French armament expected in India. He gave the command of her to his firſt Lieutenant, Richard (now Admiral Sir Richard) King, who happened to be ſick when the Admiral ſailed: his Lieutenant not being able to reach the Ganges, was forced to bear away for Bombay.

† Afterwards Lord Clive.

got off again, without receiving any material injury. After many fruitleſs attempts, Rear-Admiral Pocock was conſtrained, from want of proviſions, to bear away for Vizagapatnam. The Saliſbury, after encountering many ſevere gales, and all on board reduced to ſhort allowance, and even in danger of periſhing through want, had the good fortune, at laſt, through the perſeverance of her Captain, to arrive in Ballaſore road: ſhe followed Vice-Admiral Watſon over the ſhoals, and joined him at Fulta.

Upon the Vice-Admiral's arrival, two Engliſh pilots came on board the Kent, from whom he learned what farther misfortunes had befallen the garriſon of Calcutta. This made him the more eager to proceed. And though the pilots heſitated as to their ability of taking the largeſt ſhips over the ſhoals; yet the Admiral, from the information he had received from Captain Speke, who had been ſeveral times before in the river, judging it practicable, reſolved to attempt it, and happily ſucceeded in croſſing the Braces, which he did the 8th, and arrived at Fulta the 15th. Here he found the Kingsfiſher ſloop, which he had diſpatched from Madras, to let the factory of Fulta know that he was haſtening to their aſſiſtance: and likewiſe Captain King, who had taken his paſſage in the Protector, Captain England, one of the Company's ſhips, who was ordered to Bengal with Sepoys, to reinforce the troops under Colonel Clive. This ſhip ſailed from Madras two days after the Admiral, and arrived at Fulta two days before him. Captain King was in hopes of finding his ſhip here; but as ſhe could not reach Bengal, he ſerved on board the Kent as a volunteer.

The condition in which the Admiral found Governor Drake and the reſt of the unfortunate people who had eſcaped the rage of the Nabob of Bengal, is much eaſier to be conceived than deſcribed. Some were on board of the ſhips which had eſcaped falling into the hands of the Moors; ſome in mean houſes aſhore; others in tents; all badly clothed, and greatly diminiſhed in numbers by death and ſickneſs. But it is now neceſſary to inform the reader, of the cauſes which had reduced them to this melancholy condition.

The Nabob Aliverdi Cawn, dying in May 1756, was ſucceeded

ceeded by his nephew Surajah Dowla, a young man of only twenty-four years of age, but of extremely bad diſpoſitions. He exerciſed his power in ſo tyrannical a manner, that many of his principal ſubjects fled to the European ſettlements for ſafety. On this, the Nabob iſſued an order, that no power ſhould afford an aſylum in their forts or ſettlements to any of his ſubjects. The French and Dutch immediately complied with this order; but the Britiſh being more refractory on this head, the Nabob ſwore he would drive them out of the country. Some diſpute happening at this time between Governor Drake, and Omichund, a rich Indian merchant, the latter was impriſoned at Calcutta: on this, the Nabob raiſed a numerous army, and marched againſt the Company's ſettlements at Caſſimbuzar. On a promiſe of ſafe conduct, he got Mr Watts the chief in his power, and he made him write for two more of the Council, Mr Batſon and Mr Collet. No ſooner were theſe two gentlemen arrived in his camp, than he made Mr Batſon and Mr Watts priſoners; and ſent back Mr Collet to the fort with a declaration, that, unleſs it was ſurrendered to him immediately, he would put every ſoul in it to death. The gentlemen were divided in opinion: but on account of their friends whom the Nabob already had in his power, it was agreed to ſurrender the place to him. When the Moors entered the Fort, they ſeized on every thing, ill-treated their priſoners, ſtripped them almoſt naked, and then ſent them to Houghley, where they were cloſely confined, till they were removed to Muxadabad. The Nabob then marched his army againſt Calcutta, which he inveſted the 17th of June. He declared he would drive every Engliſhman out of his dominions: yet he wrote Governor Drake, offering to accommodate matters with him, if the Governor would pay him his duty upon the trade for fifteen years paſt, defray the expence of his army, and deliver up ſuch of his ſubjects as were then in the fort; which terms, the Governor refuſed. The Nabob then attacked a redoubt at the entrance of the town, from which his troops were repulſed with great ſlaughter. On the 16th he made an attack on another redoubt, and was again obliged to retire. But having again renewed his attacks on the 18th, the troops in thoſe poſts were ordered to retire into the Fort; on which the Moors took poſſeſſion of the town, and were allowed to plunder it for twenty-four hours. The Nabob then inveſted the Fort, and raiſed a battery of two twelve-pounders, from whence they kept up ſo feeble and ill-directed a fire, that by it a breach could never have been accompliſhed.

Governor Drake now convened a Council of war to conſider the ſtate of affairs; when the commanding officer of artillery informed them, that there was not ammunition in the Fort for three days. In conſequence of this, the principal ladies embarked on board the ſhips; and, ſoon after, the Governor and others followed their example. The command of the place now devolved on Mr Holwell, the ſecond in council, who determined to defend it to the laſt extremity. The numbers that retired with the Governor might be about two hundred; and the ſtrength of Mr Holwell's garriſon did not exceed two hundred and fifty men. He called a Council of war, and divided three cheſts of money among the diſcontented ſoldiers, to whom he made large promiſes for their courage and fidelity. He ſecured the keys of the place, and took every precaution to make a reſolute defence. The Moors having got poſſeſſion of ſuch houſes as commanded the Fort, they from thence fired muſquetry on the baſtions, and drove our troops from them; but the cannon ſeveral times diſlodged them from theſe houſes with great loſs. The attack was continued till the 20th in the afternoon, when it was found that our loſs in killed and wounded had been conſiderable; that the remainder were much exhauſted with fatigue, and the ammunition nearly expended. On this, Mr Holwell ordered the white flag to be hung out, that he might negociate terms with the Nabob. This he did to prolong time, in hopes of making good his retreat down the river to the ſhips, as he was certain the Nabob would not keep to any conditions he might agree to. But in this deſign he was diſappointed; for the Governor had got ſo far down the river, that every hope was precluded from that quarter: and the time he ſo much wanted to prolong, was cut ſhort; for, during the parley from the walls, the back-gate was betrayed to the Moors, who entered the Fort in a body.

Mr Holwell had ſeveral audiences, in which the Nabob promiſed that no harm ſhould be done to the Britiſh: but ſoon after it was dark, the priſoners, to the number of one hundred and forty-ſix, were thurſt into the black-hole, a cloſe apartment about eighteen feet ſquare. The diſtreſs they here ſuffered, is beyond imagination dreadful*. Mr Holwell, and twenty-two others, alone remained alive in the morning, to paint a ſcene, more replete with horror than perhaps was ever yet related. Meſſrs Holwell, Court, and Burdett, were in the morning taken into cuſtody of an officer: the reſt of the ſurvivors were ſet at liberty. Unfortunately, in the hurry of the attack, the releaſe of Omichund was forgot; and his being found in priſon, very much incenſed the Nabob, who was perſuaded, from Mr Holwell's voluntarily undertaking the defence of the place, that the Eaſt India Company had immenſe treaſures concealed in it. In hopes of extorting a diſcovery, Mr Holwell and his two fellow priſoners were loaded with irons, and ordered to the camp. They had but a ſcanty allowance of rice and water to ſubſiſt on. In extreme bad health, they were conveyed by water to Muxadabad; and would undoubtedly have periſhed, but for the kind interpoſitions of the gentlemen of the French and Dutch factories, particularly M. Law, the French Chief, who generouſly ſupplied him with clothes, linen, proviſions, liquors and money. Nor did they obtain their liberty, until the Nabob returned to Muxadabad.

The arrival of Admiral Watſon with his ſquadron, was of all things the moſt wiſhed for by the unfortunate Britiſh who had been forced to fly from Calcutta, and who found the old adage but too truly verified, that the unfortunate find but few friends. The reſpect they had met with, when in poſſeſſion of the moſt flouriſhing ſettlement that any European power had in Bengal, made them feel their ſad reverſe of fortune the ſtronger: being now levelled by the iron hand of adverſity, all that reſpect was baniſhed, and they were in a manner forgotten and neglected. The Admiral immediately ſet about putting his ſquadron in the beſt condition poſſible. He purchaſed a veſſel, which he named the Thunderer, and converted her into a bomb-ketch, giving the command of her to his firſt Lieutenant, Mr Thomas Warwick. He wrote to the Nabob, expreſſing how much he was ſurpriſed at his conduct towards the Company; and that his intention in coming hither, was to reſtore them to their ſettlements, in which he hoped he would moſt cordially aſſiſt. The Admiral now reſolved to command in perſon the expedition for the recovery of Calcutta, and to take the large ſhips with him: but the pilots would not take charge of them till the ſprings were over. The troops, who had been landed in order to refreſh them, were again embarked. They amounted to ſix hundred Europeans, and one thouſand Sepoys.

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* Mr Holwell, in 1758, publiſhed an account of this ſhocking piece of barbarity.

The ſquadron ſailed from Fulta the 27th of December; and next day the Company's troops were landed at Mayapore, in order that Colonel Clive might attack the Fort of Bougee-Bougee, belonging to the Nabob, by land, whilſt the ſquadron cannonaded it. Early on the 29th, the Admiral made the ſignal to weigh anchor, and the fleet moved towards the Fort; which, at ſeven o'clock, began to fire on the Tyger, the headmoſt ſhip, and ſoon after upon the whole of the ſquadron. By eight o'clock, the large ſhips had got oppoſite it, and commenced a very warm fire on the place. At ten o'clock, the Company's troops were ſeen marching under the bank of the river; on which, the Admiral made the ſignal for the King's troops, under the command of Captain (afterwards Sir Eyre) Coote, to land and join them. This he did immediately. They advanced and took poſſeſſion of two out-poſts, which the enemy had abandoned on Captain Coote's firſt landing. Colonel Clive, after a moſt fatiguing march, poſted his men in different bodies round the Fort, to cut off the retreat of the garriſon; and the Admiral ſent two nine pounders aſhore from his own ſhip, to enable Colonel Clive to make a breach in the walls.

The Nabob had a conſiderable military force in the neighbourhood, under the command of Monich-Chund his Governor of Calcutta. He made a bold puſh to raiſe the ſiege of Bougee-Bougee. Having privately marched with a detachment of about three thouſand horſe and foot, he unexpectedly attacked one of our out-poſts, and made ſome impreſſion on it. But Colonel Clive, being informed of the cauſe, immediately marched with a reinforcement of troops and ſome field-pieces, and attacked the Nabob's forces. His cannon did great execution among the Moors; but what moſt contributed to their defeat, was, their General, Monich-Chund, receiving a muſket-ball which paſſed through his turban: after this they fled with the greateſt precipitation. Although the ſhips had totally ſilenced the cannon of the Fort, the enemy made no offer to ſurrender; on the contrary, they kept firing ſmall arms and fire arrows. A Council of war, conſiſting of ſea and land officers, was held on board of the Kent; in which it was reſolved, to attempt carrying the place by ſtorm early next morning; and, to ſtrengthen the army, the Admiral ſent aſhore a detachment of ſeamen, under the command of Captain King, to aſſiſt them in this ſervice. Colonel Clive gave orders for the troops to reſt on their arms all night, in order to be ready to attempt the breach in the Fort at day-break; but they were unexpectedly ſaved the trouble of this arduous piece of work, by a very extraordinary adventure, which is related by a very reſpectable author, the late Mr Ives, who was on the ſpot. We cannot pay that worthy man a greater token of reſpect, than to give the account of this tranſaction in his own words.

" All now was quiet in the camp: and we on board the " ſhips, which lay at their anchors but at a ſmall diſtance " from the ſhore, had entertained thoughts of making uſe of " this interval to refreſh ourſelves alſo with an hour or two of " ſleep: but ſuddenly, a loud and univerſal acclamation was " heard from the ſhore, and ſoon afterwards an account was " brought to the Admiral, that the Fort had been taken by " ſtorm. This was a joyful piece of news, and the more ſo, " as it was quite unexpected; but when the particular circum-

"ſtances that uſhered in this ſucceſs were related, our exultation was greatly abated; becauſe that the rules ſo indiſpenſably neceſſary in all military exploits, had been entirely diſregarded in the preſent inſtance; and therefore, we could not help looking upon the perſon, who had the principal hand in this victory, rather as an object of chaſtiſement, than of applauſe. The caſe was this—During the tranquil ſtate of the camp, one Strachan, a common ſailor belonging to the Kent, having been juſt ſerved with grog (arrack mixed with water), had his ſpirits too much elated to think of taking reſt: he therefore ſtrayed by himſelf towards the Fort, and imperceptibly got under the walls. Being advanced thus far without interruption, he took it into his head to ſcale it at a breach that had been made by the cannon of the ſhips; and having luckily gotten upon the baſtion, he there diſcovered ſeveral moors ſitting on the platform, at whom he flouriſhed his cutlaſs, and fired his piſtol; and then, after giving three loud huzzas, cried out, *The place is mine!* The Mooriſh ſoldiers immediately attacked him, and he defended himſelf with incomparable reſolution; but, in the rencounter, had the misfortune to have the blade of his cutlaſs cut in two about a foot from the hilt. This miſchance, however, did not happen, till he was near being ſupported by two or three other ſailors, who had accidentally ſtraggled to the ſame part of the Fort on which the other had mounted. They hearing Strachan's huzzas, immediately ſcaled the breach likewiſe, and echoing the triumphant ſound, rouſed the whole army; who taking alarm, preſently fell on, pell mell, without orders, and without diſcipline, following the example of the ſailors. This attack, though made in ſuch confuſion, was attended with no other bad conſequence, but the death of Captain Dougald Campbell, who was unfortunately killed by a muſket-ball from one of our own pieces in the general confuſion. It never was exactly known what number of Moors were in the Fort when our people firſt entered; probably very few, the major part of the garriſon having made their eſcape ſoon after their batteries were ſilenced."

“ ſilenced.” In the fort were found eighteen pieces of cannon,
from twenty-four pounders downwards, and forty barrels
of gun-powder. The place was ſituated for defence, having a
wet ditch all round; and, conſidering the ſort of troops with
which it was defended, it made a defence much beyond expectation.
“ Strachan, the hero of this adventurous tranſaction,
“ was ſoon brought before the Admiral, who, notwithſtanding
“ the ſucceſs that had attended it, thought it neceſſary
“ to ſhew himſelf diſpleaſed with a meaſure in which the
“ want of all military diſcipline ſo notoriouſly appeared. He
“ therefore angrily accoſted this brave fellow with, “ Strachan,
“ What is this you have been doing?” The untutored hero,
“ after having made his bow, ſcratched his head, and, with
“ one hand twirling his hat on the other, replied, “ Why, to be
“ ſure, Sir, it was I who took the fort; but I hope there was
“ no harm in it.” The Admiral with difficulty ſuppreſſed a
“ ſmile, excited by the ſimplicity of the anſwer; while the
“ whole company were exceedingly diverted at the awkward
“ appearance of the brave ſailor, and the language and manner
“ which he uſed in recounting the ſeveral particulars of his
“ mad exploit. Admiral Watſon then expatiated on the fatal
“ conſequences that might have attended his irregular conduct;
“ and, with a ſevere rebuke diſmiſſed him; but not
“ without dropping ſome hints, that at a proper opportunity he
“ ſhould certainly be puniſhed for his temerity. Strachan,
“ amazed to find himſelf blamed for an action that he thought
“ deſerved praiſe, and for which he expected to have received
“ applauſe, in paſſing from the Admiral's cabin, muttered,
“ *If I am flogged for this here action, I will never take another*
“ *Fort by myſelf as long as I live, by G—.*” The ſingularity of
“ the enterprize, its ſucceſs, and the fearleſs ſpirit which the
“ man diſplayed, pleaded ſtrongly with the Admiral in his
“ behalf; whilſt the diſcipline of the ſervice required that ſome
“ outward marks of diſpleaſure ſhould be ſhown. To pay a proper
“ regard to all theſe conſiderations, the Admiral outwardly
“ expreſſed marks of his diſpleaſure for ſome time; but afterwards
“ at the interceſſion of ſome officers, which interceſ-

“ſion the Admiral himſelf prompted them to make, he moſt readily pardoned him. The daring exploit of this man might have procured him the office of boatſwain, before the cloſe of the expedition, in one of the King's ſhips, if the whole tenor of his conduct, both before and after the ſtorming of the Fort, had not been ſo very irregular as to render it impoſſible for the Admiral to advance him from his humble ſtation to a higher rank, how ſtrongly ſoever his inclinations led him to do it[*].”

The evening of the 30th of December, the King's and the Company's troops were reimbarked on board the ſhips; the Sepoy's being ordered to march by land. On the 1ſt of January 1757, the ſhips entered between Tanna fort, and the battery oppoſite to it; both of which the enemy abandoned at the approach of the ſhips. In them were found about forty pieces of cannon, many of them twenty-four pounders, all mounted on good carriages, with ſome powder and ball. The Admiral ordered the Saliſbury to remain here to bring off the cannon; and then to demoliſh the forts of Bougee-Bougee, and Tanna, to prevent the enemy from repoſſeſſing them.—And, having received information, that the enemy had prepared, a little higher up the river, a ſhip and ſome veſſels as fire-ſhips, and filled them with combuſtibles, to be ready to fall down with the tide on the ſquadron, in the night, he ſent up the boats manned and armed, who boarded and ſet them on fire, without the leaſt oppoſition.

On the 2d, early in the morning, Colonel Clive and the Company's troops were landed, and immediately began their march towards Calcutta. The Kent, Tyger, Bridgewater, and Kingsfiſher, proceeded up the river; and, at forty minutes after nine, the enemy began to fire upon the Tyger, from their batteries below Calcutta; which they ſucceſſively aban-

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[*] Ives's voyage to India, p. 100. This intrepid fellow, Strachan, after having ſerved in every one of the engagements between Admiral Pocock and the French in the Eaſt Indies, and receiving a wound in one of them, became a penſioner to the Cheſt at Chatham; and was ſome years ago a ſailor on board one of the guardſhips at Portſmouth.

doned, as the ſhips approached. At twenty minutes paſt ten, the Tyger and Kent having got abreaſt of the fort, commenced a moſt furious cannonade of near two hours. The enemy were drove from their guns, and ſoon after ran out of the fort; which the Admiral perceiving, he landed Captain King, and Captain Coote, with the King's troops, to take poſſeſſion of it; which was immediately done, and the latter appointed Governor. In the fort were found four mortars, ninety one pieces of cannon of different calibers, and a conſiderable quantity of ammunition. The ſhips ſuffered but little: nine ſeamen and three ſoldiers were killed, and twenty-ſix ſeamen and five ſoldiers wounded. The Admiral having appointed Captain Coote to be Commandant of the Fort, it was highly reſented by Lieutenant-Colonel Clive, who as ſenior officer of the land forces, claimed it as his right. Neither party were diſpoſed to yield the point; but, to prevent the ſervice from ſuffering by this diſpute, ſome of the principal officers interpoſed, and got it amicably ſettled. The Admiral going aſhore the next day, the Colonel delivered the keys of the garriſon into his hands, which he immediately delivered to Mr Drake, and his council; who, thereupon, declared war againſt the Nabob, in the name of the Eaſt India Company, as did Admiral Watſon in the name of his Britannic Majeſty.

The great and uninterrupted ſucceſs which had attended all the Admiral's operations ſince he entered the Ganges, threw the enemy into the greateſt conſternation; and, reſolving to take all poſſible advantage of their panic, he planned another enterprize, which, as ſoon as he had properly ſecured Fort William and Calcutta, he ſet about putting into execution. This was the attacking of Houghley, a rich city belonging to the Nabob, ſituated about thirty miles above Calcutta. For this ſervice, he ordered the Bridgewater, Captain Henry Smith; the Kingsfiſher ſloop, Captain Richard Toby: and the Thunder bomb-ketch, Captain Thomas Warwick, with all the boats of the ſquadron, to be manned with one hundred and fifty ſailors, two hundred European ſoldiers, and two hundred and fifty Sepoys. Major Kilpatrick had the command of the land forces; and the command of the ſailors who were to ſerve on ſhore, was given to Captain Richard King. This little armament ſailed from Calcutta the 5th of January. It however had nearly been diſconcerted by an unforeſeen accident: the Bridgewater ran aſhore, but was luckily got off again, without having ſuſtained much damage. This retarded their proceedings for two days: however, on the 9th, they came to an anchor off the place. The land forces, and the ſailors deſtined to act on ſhore with them, were immediately landed; and next day, the ſhips cannonaded the fort until midnight. Major Kilpatrick then ſent Captain Coote to examine the breach, which he reported it practicable to enter. On this, they determined to ſtorm the place; and, for this purpoſe, they reſolved to make two attacks at the ſame time. Fifty men were ordered to attack the main gate, and to keep up a conſtant firing. The real attack was againſt the breach; but, as moſt of the garriſon had been drawn to the defence of the main gate, where they heard the greateſt fire kept up, this party found but little reſiſtance, and preſently obtained poſſeſſion of the fort, and, ſoon after, of the city; for the garriſon, perceiving the fort carried, fled out at one of the gates with the greateſt precipitation. The fort was ſtronger than was imagined, and had a garriſon of at leaſt two thouſand men, who fired very ſmartly on our people for ſeveral hours. In it were found twenty guns, from twenty-four pounders downwards. The goods found in the place were but ſmall in compariſon of what was reported to be in it; and the captors would, no doubt, have met with a much more conſiderable booty, if the Dutch had not afforded the enemy intelligence of the deſign, as well as aided them in removing their moſt valuable effects. Soon after the taking of Houghley, the Admiral ſent up Captain Speke of the Kent, to take upon him the command of the ſailors; and he learning that the Nabob had ſeveral very conſiderable granaries at a place called Gongee, about three miles from Houghley, he with the ſailors, and Captain Coote with fifty European ſoldiers and one hundred Sepoys, marched againſt it. On their way, they learned that the Nabob had a conſiderable army encamped very near it;

notwithſtanding which, they marched for a mile and a half into the village of Gongee, and, having reached the principal granaries, they ſet fire to them, and began their retreat.

They had ſcarcely completed their work, when word was brought to Captain Coote, that a body of the Nabob's troops, at leaſt four thouſand in number, were marching to attack him. On this, he divided his ſoldiers into three diviſions, and began a ſtreet-firing. At the firſt fire, the commander of the Nabob's troops fell, on which all their horſe galloped off. Their infantry kept up an ill-directed fire from the houſes, which killed and wounded a few men. On hearing the firing, Major Kilpatrick marched with a reinforcement to ſuſtain this party; but the affair was over before he got up. The Nabob was now incenſed beyond meaſure at the Engliſh, who had not only ſtripped him of all the conqueſts he had made, but had invaded his territories with ſucceſs, and greatly diſtreſſed his army, by the deſtruction of his magazines at Houghley and Gongee: he therefore raiſed a great army, and was reſolved, he ſaid, not to leave an Engliſhman in his dominions. He had already begun his march from Muxadabad for Calcutta; and, ſoon after the burning of his magazines, he condeſcended to write to the Admiral. This letter the Admiral anſwered with a becoming ſpirit. The Nabob did not chooſe to make any reply; but continued to augment his forces, and draw his army together, and march towards Calcutta. When he thought he had a force ſufficient to demand what terms he pleaſed, he once more wrote to the Admiral, propoſing a negociation, and that the Admiral ſhould ſend a perſon of ſome conſequence to treat with him. The Nabob did not wait for a reply to this letter, but marched on. His force was ſaid to be eighteen thouſand horſe, fifteen thouſand foot, ten thouſand pioneers, about forty thouſand attendants, fifty elephants, and forty pieces of cannon.

To combat this mighty force, we had only about ſeven hundred European ſoldiers, one hundred artillery men, and thirteen hundred Sepoys, with fourteen field pieces, ſix pounders. Yet were they quite undiſmayed with the appearance of this multitude; ſuch confidence had they in their commander, and he in the bravery of his little army. Colonel Clive pitched his camp on a piece of ground about four miles to the northward of Calcutta, between it and the Nabob's army. On the 2d of February, the Nabob's troops were ſeen marching about a mile from our camp, in the way towards Calcutta. Colonel Clive marched a detachment towards the enemy; and a cannonade began, which continued till it was dark, when the Colonel returned with the detachment to his camp. Agreeably to the propoſal of the Nabob, that proper perſons might be ſent to treat of peace with him; on the 3d of February, Meſſrs Walſh and Scrafton were diſpatched with the Admiral and Colonel's demands; but theſe gentlemen, inſtead of being brought by the Nabob to the place he had named, were conducted to Omichund's garden, which lies within the bound-ditch of Calcutta, and where the Nabob had now fixed his head-quarters. His army were encamped on a plain, about four miles to the eaſtward of the town, and between it and our forces under Colonel Clive. Our plenipotentiaries, at their firſt interview, did not fail to expreſs their aſtoniſhment to the Nabob, at not finding him at the place he had appointed for their meeting him, to which they had been directed to repair, and much doubted their having power to treat at any other place. When they came to talk on the buſineſs which had brought them, they perceived, from the manner in which the Nabob treated the ſubject, that he meant only to amuſe, and procraſtinate the matter, in order to gain time: on which, having preſſed for leave to depart, he referred them to one of his principal agents, for what he had farther to ſay: but Meſſrs Walſh and Scrafton, knowing how little the Nabob's word was to be relied upon, and ſuſpecting ſome treachery, as ſoon as it was night they withdrew, and were ſo fortunate as to get ſafe to Colonel Clive's camp. On relating to him all that had paſſed between them and the Nabob, he came to the reſolution to attack the Nabob in his camp that very night; and immediately diſpatched an officer to the Admiral, to acquaint him of his deſign, and to requeſt him to ſtrengthen his army with a detachment of ſeamen. The Admiral heartily concurring in the deſign, gave the neceſſary orders immediately. The men all turned out volunteers, and conſiſted of one hundred and eighty from the Kent; one hundred and ſeventy-three from the Tyger; one hundred and twenty from the Saliſbury; twenty-nine from the Bridgewater; thirty-ſeven from the Kingsfiſher, and thirty from the Indiamen; making in all a body of five hundred and ſixty-nine men, who were put under the command of Captain Warwick of the Thunder bomb. He landed with his corps on the 5th of February, about one in the morning, a little above Kelfal's octagon; and about two he joined Colonel Clive, whoſe troops were under arms, and ready to march. The detachment of ſailors was ordered to attend and guard the train of artillery, which conſiſted of ſix field-pieces, and one cohorn. Colonel Clive immediately began his march in the following order:—the King's and Company's grenadiers in the front—the ſailors with the artillery—the battalion and the Sepoys brought up the rear. At three o'clock, Colonel Clive altered his diſpoſition, and marched the battalion immediately in front of the ſailors with the artillery.

In this order, our little army marched unperceived till day-break, having Mr Amyatt and a black man for guides. About five o'clock they entered the Nabob's camp, and began the attack immediately. It was extremely favourable to the Nabob and his army, that at this time there was one of thoſe remarkably thick fogs, which, at certain ſeaſons of the year, are very frequent in Bengal; and which even ſurpaſs the thickeſt fogs on the banks of Newfoundland, and render any object inviſible at a few yards diſtance. This circumſtance occaſioned our guides to miſtake their way; and, inſtead of conducting our principal attack to the Nabob's tent, they kept too much to the left, and led the troops without the Bunglo ditch, behind which the enemy had entrenched themſelves. This miſtake was the only thing which ſaved the Nabob and his army. Colonel Clive therefore, drew off his troops, gained a paſs in the entrenchment; and, as day was now broke, the fog diſperſing, and the great inferiority of his numbers would ſoon be diſcovered, he made the beſt of his way for Calcutta, where he arrived, amidſt a briſk a briſk cannonading on both ſides, about noon. In this action, Captains Pye and Bridges of the Company's troops were killed; and Lieutenant Lutwidge, of the Saliſbury, mortally wounded: twelve ſailors, ſeventeen ſoldiers, and ten ſepoys killed; and fifteen ſailors, and near fifty ſoldiers and ſepoys wounded. The carriages of two of the field-pieces breaking, they were obliged to be left behind. The Nabob's loſs was very conſiderable. A Brahman, who was in his camp ſoon after the action, ſaid he had thirteen hundred men killed and wounded; and, among the former, two Generals, and twenty-two Captains, beſides the loſs of five hundred horſes, and three or four elephants. This action began to ſicken the Nabob of war, and make him now turn a ſerious thought to peace. He dreaded the thoughts of another attack, eſpecially as Colonel Clive, about five o'clock the ſame evening, by an excellent piece of generalſhip, marched from Calcutta back to his former ground. Soon after the ſtorming of the Nabob's camp, the Admiral wrote to him; and, the day following, the Nabob made overtures of peace; and, to ſhew how earneſt he was to get it ſpeedily accompliſhed, began to march his army back to Muxadabad. On the 9th of February, the Nabob wrote to the Admiral, and ſent the articles of peace which he had ratified. (See Note 103.)

The certain intelligence our Commanders had received of a French war, of the ſuccours which the French were ſending out to India, and of the ſtrong garriſon they had at Chandernagore in the neighbourhood of Calcutta, made them haſten to conclude their differences with the Nabob, and prevented them from obtaining ſuch advantageous terms as they might otherwiſe have expected. The Governor and Council preſſed the Admiral to attack the French ſettlement at Chandernagore immediately; and he was deterred alone from complying with their requeſt, by the arrival of ſome French gentlemen from that ſettlement, with propoſals for a neutrality. They were far from being unreaſonable; but at length, were wholly rejected from the following conſiderations—All the French ſettlements in India are ſubordinate to the Governor and Council of Pondicherry: Therefore, the Governor and Council of the French ſettlements in Bengal, were not ſuppoſed to have ſufficient authority to enter into a treaty of neutrality, which the Superior Council of Pondicherrry might diſapprove of, and render invalid.

The French finding this plan unſucceſsful, fell on another, in which, for a while, they ſucceeded better. They applied in the moſt powerful manner to the Nabob; and, juſt as the expedition was nearly ready to take place, he wrote to the Admiral, requiring him to deſiſt from attacking the French: this letter was dated the 19th of February. A new correſpondence was opened between the Admiral and the Nabob; and the former, at laſt, prevailed on the latter ſo much, that he left it with him to do whatever he thought right: this letter was dated the 10th of March. Notwithſtanding certain intelligence had been received of the treacherous diſpoſition of the Nabob, of the various intrigues he had entered into to avoid fulfilling the terms of the treaty, and of the aſſiſtance he ſecretly afforded the French; yet, on the preſent occaſion, theſe were to be overlooked, and his ſeeming compliance with the Admiral's requeſt embraced, before the enemy could have time to work on him to withdraw the order. As the Nabob had been in dread of an attack from the Pytans, he had requeſted the Company's aſſiſtance. Accordingly, Colonel Clive croſſed the Ganges with the army, to be at hand to aſſiſt the Nabob, or to be ready to march againſt Chandernagore, as ſoon as the Nabob would give his conſent.

On the 8th of March, the Admiral having ſent the Bridgewater and the ſloop to eſcort the ſtores, the Colonel began to march toward the French ſettlement; and on the 13th it was inveſted. On the 14th, the enemy made a ſtrong ſortie, but were repulſed with the greateſt bravery by Captain Coote; on which they abandoned all their outworks and batteries, and ſhut themſelves up in the Fort. This Fort was a regular ſquare, about three quarters of a mile in circumference, with four baſtions, each mounting ſixteen guns, beſides ſome on the curtain, and a battery of four pieces of cannon on the top of a church. There was a dry foſſe round three ſides to the land, with a glacis of about forty yards. Before the north-gate was a ravelin which mounted five guns; and the port at the river ſide, was defended by a battery of ſix guns, which flanked down the river. As the enemy had, for a conſiderable length of time, been appriſed of the Admiral and Colonel's intentions againſt them, they had fallen on every expedient to fruſtrate their deſign. In the channel, about a mile below Chandernagore, which is rendered very narrow by means of a ſandbank, they ſunk three ſhips loaded with ballaſt: fortunately for us, they had neglected to cut away their maſts. They had prepared ſeveral ſhips filled with combuſtibles, ready to drop down on the fleet, whenever they ſhould begin the attack. The men of war having landed at Calcutta all their ſuperfluous ſtores, began to move up the river. On the 18th of March, the Kent, Tyger and Saliſbury, got within ſight of the French fort, and anchored, the 19th, off the Pruſſian octagon. At night, the Admiral ſent the boats of the ſquadron, manned and armed, up the river, to endeavour to cut the cables of the fire-ſhips, and turn them adrift: this was accordingly effected without any loſs. On the 20th, the Admiral ſent a ſummons to the French commandant to ſurrender the place. He returned for anſwer, that he would defend it to the utmoſt of his power. The Admiral ſent the boats to ſound the river, which the enemy did all they could to prevent, by throwing of ſhells, and a ſevere cannonading. Theſe did little or no execution; and a ſafe channel being found, the Admiral determined to proceed the next morning, and ſettled his diſpoſition for the attack: the Tyger to be placed againſt the N. E. baſtion; the Kent againſt the curtain between the baſtions oppoſite the water-gate; and the Saliſbury againſt the S. E. baſtion. Colonel Clive had erected a battery to play in concert with the ſhips.

By the 22d, every thing was ready; but the tides not anſwering, the Admiral poſtponed the attack till next morning. In the evening of the 21ſt, Rear-Admiral Pocock, arrived in his boat. He had come a few days before to Ballaſore road, in his ſhip the Cumberland; but as he could not get her up the river, he reſolved to be at the ſeat of action as ſoon as poſſible, and came up the river in his barge. Next day, he hoiſted his flag on board the Tyger. Every precaution being taken for the ſhips to find the right channel, the Admiral got under ſail with the ſquadron, very early on the 23d of March. At ten minutes after ſix, the enemy began firing from a redoubt they had cloſe to the river ſide, which they abandoned as the leading ſhip approached. Colonel Clive opened his battery on the ſouth-eaſt baſtion. By half an hour after ſix, the Tyger was placed in her ſtation; ſoon after, the Kent alſo; and the Admiral made the ſignal to engage. Unfortunately, juſt as the Kent let go her anchor, the tide of ebb began to make with great rapidity down the river, which occaſioned her anchor to drag, and before ſhe brought up, was got into the ſtation which ſhould have been occupied by the Saliſbury: by this accident, the Saliſbury was thrown out of the action, to the great regret of all on board. The battle now raged with great fury. At laſt, after three hours of a moſt ſevere cannonading, the French deſired to capitulate, and terms were agreed on. (See Note 102.)

As the Kent and Tyger had to ſuſtain the brunt of this attack, they ſuffered very much. The former had nineteen men killed, and forty-nine wounded; and the latter thirteen men killed, and fifty wounded. Scarce an officer on board the Kent eſcaped unhurt. The firſt Lieutenant, Mr Perreau, was killed; the third Lieutenant, Mr Hey, mortally wounded; and Mr Staunton, fourth Lieutenant, wounded. Captain Speke and his ſon, were both wounded by the ſame cannon-ball; the latter ſo badly, that there was a neceſſity to amputate his leg; in conſequence of which operation, he died, to the inexpreſſible grief of his worthy father, and all his acquaintance. The Maſter of the Tyger was killed; and Rear-Admiral Pocock ſlightly wounded. The Kent had three upper and three lower deck guns diſmounted; and both ſhips ſuffered much in hulls, yards, maſts and rigging. The Kent, during the action, by the exploſion of ſome cartridges, was ſet on fire; but, by the preſence of mind, and activity of Lieutenant

William Brereton, it was happily extinguiſhed. The enemy's loſs was very conſiderable in killed and wounded. They had a garriſon of five hundred Europeans, and ſeven hundred blacks; one hundred and eighty-three pieces of cannon, from twenty-four pounders downwards; three ſmall mortars, and a conſiderable quantity of ammunition. Beſides the ſhips the enemy ſunk below to ſtop up the channel, they ſunk and run aſhore five large ſhips above the Fort; and four ſloops and a ſnow, fell into the captors hands. The enemy made a very gallant reſiſtance, and held out till the Britiſh ſhips and batteries had completely ruined the defences of the place. The land forces under Colonel Clive behaved with their uſual intrepidity.

A few days after the capture of Chandernagore, the Admiral wrote to the Nabob, to inform him of his ſucceſs, and preſſed him to fulfil the treaty he had entered into: but this crafty prince ſtill put him off with ample promiſes, and great profeſſions of friendſhip, at the ſame time that he had granted a protection to M. Law, and the French who had fled from Chandernagore. As they made him believe that a great force was coming from Europe to their aſſiſtance, which would ſoon drive the Britiſh from all their conqueſts in Bengal; he liſtened to all they ſaid, and endeavoured to procraſtinate with the Engliſh, until he ſhould be ſufficiently enabled to act openly againſt them. Several letters paſſed between the Admiral and Nabob; but theſe had not the deſired effect: and Mr Watts, and the gentlemen of the factory at Caſſimbuzar, found it neceſſary, privately to withdraw from that place; of which, the Nabob, in a letter to the Admiral of the 13th of June, complained as a breach of treaty, and ſeemed reſolved to proceed accordingly.

From the time that Surajah Dowlah became a conqueror, his pride and inſolence increaſed ſo greatly, that many of his principal courtiers were very much diſcontented; but as his cruelty kept pace with the reſt of his bad qualities, they were afraid either to ſpeak or act, as the Nabob had made many ſevere examples from his ſuſpicions only. The chief of the malcontents, were Meer Jaffier Ali Cawn, a man of great power, and nearly allied to Surajah Dowlah; Roy Dullub, general of horſe; and Jugget-Seet, banker to the Nabob, and eſteemed the richeſt merchant in all India, or perhaps in the world. Theſe perſons reſolved, if poſſible, to dethrone Surajah Dowlah; and made known their deſigns to Mr Watts, then reſident at the Nabob's Court. He immediately made them known to Colonel Clive, and he to the ſecret Council at Calcutta, who reſolved to encourage and promote the ſcheme all in their power.

As the tyrant was extremely ſuſpicious, and had ſpies on all the principal perſons of his court, the utmoſt circumſpection became neceſſary; and the Council, leaving the management of this important affair entirely to the conduct of Colonel Clive and Mr Watts, they took every precaution to inſure ſucceſs. Mr Watts judged it would be extremely dangerous to be ſeen going often to the houſes of the conſpirators. He therefore drew one Omichund a Gentoo merchant to his intereſt, and communicated the ſecret to him; and, by his means, carried on his correſpondence with Meer Jaffier, unobſerved. This Omichund was a man of a very extraordinary character, of the deepeſt cunning, and his inſatiable avarice ſuch, that, for the ſake of pecuniary advantages, he was capable of carrying into execution the blackeſt deſigns. Mr Watts was not ſufficiently aware of what Omichund was capable of doing, till it was out of his power to retrieve it. The plot was juſt ready to take place; nothing remained on the part of Mr Watts, but the ſigning of the treaty with Meer Jaffier, when the ruling paſſion of Omichund had nearly rendered the whole abortive. As he knew Surajah Dowlah was poſſeſſed of great treaſures, he therefore demanded of Mr Watts, as a reward for his ſervices, one quarter of the Nabob's wealth, which was ſuppoſed to be near eighty millions ſterling, and told Mr Watts, if his demands were not complied with, he would inform the Nabob of the whole tranſaction; and, from the knowledge he had of his temper, left him to judge of the conſequences. After much converſation with Mr Watts on this ſubject, his final terms were, thirty lacks of rupees, or three hundred and ſeventy thouſand pounds ſterling, to be ſecured to him by a ſpecial article in the treaty. Mr Watts applied to Meer Jaffier, and informed him of Omichund's ultimate demands. He reſolved not to abide by them, if any means could be adviſed to obviate them, and, it is thought, ſuggeſted the plan which was afterwards carried into execution. Mr Watts wrote an account of the whole to the ſecret Council; and they agreed that two treaties ſhould be executed, the one real, the other fictitious; the firſt to be the one by which Meer Jaffier was to abide; the ſecond to have the article inſiſted on by Omichund in it; both of which were to be ſigned by Meer Jaffier, but the laſt only to be ſigned in Omichund's preſence. Such was the ſtrict probity of Admiral Watſon, that he could not be prevailed upon to ſign the fictitious treaty, by which even ſuch a conſummate villain as Omichund was to be cheated. But matters were now gone too far, to recede; therefore Colonel Clive and the reſt of the Council ſigned the treaty, and Admiral Watſon's name was, without his knowledge, put to it. Meer Jaffier privately ſigned the real treaty, and in Omichund's preſence ſigned the fictitious one; who, being now perfectly ſatisfied, nothing remained but to put the finiſhing ſtroke to the conſpiracy. (See Note 104.)

On the 12th of June, Meer Jaffier and his confederates ſent word that all was ready; and on the 13th, Colonel Clive marched with the whole army, which conſiſted of

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|---|---|
| Regular troops - - - | 650 |
| Topaſſes, ſerving with ditto - | 100 |
| Artillery-men - - - | 100 |
| Sailors, under Lieutenant Hayter and ſeven midſhipmen, who ſerved with the artillery - - - | 50 |
| Sepoys - - - | 2100 |
| Total, | 3000 |

Eight field-pieces, ſix pounders.—One howitzer.

The Admiral garriſoned Chandernagore; the ſquadron protected Calcutta; and he ordered the Bridgewater up to Hough-ley, to keep open the communication there between the army and the ſquadron.

The day Colonel Clive began his march, he wrote to the Nabob, wherein he complained of the flagrant breaches of the treaty; of his turning their Vaqueel diſgracefully from his preſence; refuſing free paſſage to the Engliſh through his country; intercepting their trade, and ſearching the factory at Caſſimbuzar for ammunition and warlike ſtores, on pretence of an attempt on his life, in time of profound peace; threatening them with an inſtant rupture, if they did not ſubmit to the ſearch. But what he greatly inſiſted on, was the protection and money with which he aſſiſted M. Law, and the French in his dominions, and other articles by which he had groſsly infringed the treaty. In ſhort, that he was reſolved to march immediately to Caſſimbuzar, and would willingly ſubmit his obſervation of the treaty to Meer Jaffier, Roy Dullub, Jugget-Seet, and others his great men; and if they ſhould find he had deviated in the leaſt from the treaty, he would give up all further claims: but if, on the contrary, it ſhould be found, that the Nabob had violated the treaty, he would then demand ſatisfaction for all the loſſes the Engliſh had ſuſtained, and all the charges of their army and navy: And concluded—as the rainy ſeaſon was near, he ſhould not wait for an anſwer being ſent to him, but would come and receive it.

On the 14th of June, Mr Watts and the other gentlemen, with thirty ſoldiers, who had made their eſcape from Caſſimbuzar, joined the army; and on the 18th, Major Coote was ſent to beſiege Cutwah fort and town, ſituated on the ſide of the river which forms the iſland of Caſſimbuzar; and on the 19th, the Nabob's forces abandoned the fort, leaving in it fourteen pieces of cannon, and a large quantity of ammunition and grain.

As it had been agreed on by all in the confederacy, that Meer Jaffier ſhould ſucceed to the Nabobſhip, Colonel Clive, when within two days march of Muxadabad, halted for a few days, until he received advice from Meer Jaffier. On the 21ſt of

June, at night, he began his march; and as the rainy ſeaſon was now ſet in, and moſt of the country overflowed, the ſoldiers had to march the greateſt part of the way up to their middles in water. At ſix o'clock next morning, the army having croſſed the river, marched two miles farther, and took poſt. There they halted till the evening, when the march was reſumed; and at four in the morning of the 23d, the army took poſt at Plaſſey-grove, after a very fatiguing march, it having rained the whole night.

The Colonel, ſoon after his arrival, had intelligence brought him, that the vanguard of the Nabob's army, conſiſting of ſix thouſand men, was within three miles of ours; on which he ordered an advanced guard of two hundred Europeans, and three hundred Sepoys, with two pieces of cannon, to poſt themſelves in Plaſſey-houſe; and ſeveral guards of Sepoys, at proper diſtances from each other, round the grove. At day-break, the Nabob's army was perceived marching out of their lines, and, from their motions, ſeemed determined to ſurround our army. Colonel Clive accordingly made a diſpoſition to receive them. The right flank of the army was covered by the grove, and the left by Plaſſey-houſe and river. The Nabob's army kept marching towards ours. It was formed in deep columns, ſupported by a train of artillery conſiſting of upwards of fifty pieces of cannon, of eighteen, twenty-four, and thirty-two pounders. His train was poſted between the intervals of his troops, and batteries of two or three pieces of cannon. They continued marching in this manner as long as the ground would admit of it; but having failed in their deſign to ſurround our army, they made a halt, and detached a large body of troops, commanded by Meer Modun, one of their principal Generals, headed by fifty French, and four pieces of cannon, and lodged themſelves behind the banks of a tank or pond, only ſix hundred yards diſtant from our army, when they began a briſk cannonade. This was returned from our field-pieces; and both armies continued in this ſituation till twelve o'clock, when a heavy ſhower of rain falling, the enemy's horſe advanced, as if to take advantage of it; but finding

ing the rain did not in the leaſt ſlack the briſkneſs of our cannonade, their ardour was checked. The rain ceaſing, the cannonading continued till three o'clock, when the enemy retired, without confuſion, to their old camp. A large corps was now ſeen marching on our left; but the uncertainty whether they were friends or foes, made the Colonel order the field-pieces to be fired, to make them keep at a proper diſtance. This corps proved to be that part of the Nabob's army commanded by Meer Jaffier.

Colonel Clive, who had been at the head of his troops during the whole time of the cannonade, retired for a few minutes to Plaſſey-houſe to get dry clothes. He left the command of the troops with Major Kilpatrick, with directions to inform him, if any motion was made by the Nabob's army; and not to ſtir without his orders. But great was his ſurprize, when he had notice, that a large detachment of our troops, with ſome field pieces, was marching towards the eminence which had been occupied by the enemy's troops under Meer Modun and the French. The Colonel haſtened after this detachment, and overtook it juſt as it arrived at the tank. He found it commanded by Major Kilpatrick, with whom he was very angry for taking upon him to march the troops without his orders. The Colonel was determined not to retreat, and ſent for a reinforcement of troops from the Grove; which Major Coote brought immediately to him. He reſolved to bring on a ſecond action, and to make it deciſive.

He ordered the King's grenadiers, and a grenadier company of Sepoys, to lodge themſelves behind a bank, very cloſe to the enemy's lines, from whence they kept up a continual fire with their ſmall arms; as did the detachment at the tank, with four pieces of cannon. The enemy came out in large bodies with their heavy artillery, to attack our ſeveral detachments; but met with ſuch a warm reception, that they were every one of them repulſed with conſiderable loſs. After a ſmart cannonading, the enemy's troops were obſerved to be in great confuſion, and their elephants to be very unruly. Colonel Clive took immediate advantage of it, and ſent orders to Major Coote to attack a large body of the enemy's horſe poſted near him; and to another officer to ſtorm the angle of the enemy's camp at the ſame time. Both theſe attacks happily ſucceeded; the enemy made but a faint reſiſtance, and a general route enſued. The purſuit continued till it was dark; when the army halted at Doudpore, a place about ſix miles from the field of battle: and here the reſt of the army from Plaſſey, joined Colonel Clive.

Our loſs in this memorable battle was very inconſiderable; nineteen Europeans killed and wounded, and thirty Sepoys. The Nabob's army was computed to amount to twenty thouſand horſe, and forty thouſand foot. He had about five hundred men killed, among whom was Meer Modun (whoſe death occaſioned the confuſion juſt mentioned), beſides three elephants, and a great many horſes. All his artillery, camp, baggage, elephants, &c. fell into the conqueror's hands. During the purſuit, a large body of horſe appearing on our right, they were fired at: but ſoon after, a meſſenger arrived with a letter from Meer Jaffier to Colonel Clive, informing him that they were troops under his command, and requeſting an interview with him that night or next morning.

Accordingly, next day he had an interview; and after he had congratulated the Colonel on his victory, he aſſured him, that he was now ready to perform his agreement. The Colonel ſaluted him Nabob of Bengal, Bahar, and Orixa; and adviſed him to repair, without the ſmalleſt loſs of time, to Muxadabad, after Surajah Dowlah; and aſſured him, he would immediately follow him with his whole force, to maintain him in his dignity.

The Nabob Surajah Dowlah, immediately on his defeat, fled to his capital, from which he was only about twenty miles diſtant; and the next evening, in the utmoſt deſpair, on Meer Jaffier's arrival, he diſguiſed himſelf in the habit of a Faquier, and, with one or two attendants, endeavoured to make his eſcape *. Meer Jaffier immediately entered the palace, where every

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* He was purſued, overtaken, and made priſoner next day by a body of troops

every thing was in the utmoſt confuſion; but the timely arrival of Meſſrs Watts and Walſh from Colonel Clive, pacified the inhabitants, as they were aſſured of his protection.

On the 27th of June, Colonel Clive made his public entry into Muxadabad; and, on the 30th he went to the palace, where, in preſence of all the great men of the Court, he ſolemnly ſeated Meer Jaffier on the Muſnud, or carpet and throne of ſtate, where he was unanimouſly ſaluted Nabob, and received the ſubmiſſion of all preſent.

The treaſures of the late Nabob fell greatly ſhort of expectation. However, Meer Jaffier punctually fulfilled all the articles of the treaty, as ſoon as his finances permitted. And, ſo highly ſenſible was he of the important ſervices rendered to him by Admiral Watſon and Colonel Clive, that, over and above the ſums ſtipulated to be paid by the treaty, he gave fifty lacks of rupees, or 650,000l., to be divided between the navy and army.

Colonel Clive ſpent the remaining part of the month in ſettling and adjuſting all matters conſequent to ſuch an important revolution.

All theſe mighty affairs were ſcarcely concluded, and the affairs of the Eaſt India Company, from the moſt deſponding ſtate, reſtored to their former proſperity, or rather in a ſtate of ſplendour which they had never before attained; when the man who had been the chief contributor to this ſucceſs was carried off by the unhealthineſs of the climate, on the 16th of Auguſt 1757. The illuſtrious perſon alluded to, was Vice-Admiral Charles Watſon. He died, moſt ſincerely and deſervedly regretted. We have already had occaſion to ſpeak of him in a public character, and of his behaviour in the public ſervice. His character in private life was not eclipſed by his public conduct[*]. His death at this time would have been ſeverely felt by England in this part of the world, had not the next in command

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headed by a ſon of Meer Jaffier, by whoſe order he was that night put to death privately.

[*] The Eaſt India Company have erected a beautiful monument to his memory in Weſtminſter Abbey; and his Majeſty was pleaſed to create his only ſon a Baronet.

mand been Rear-Admiral Pocock, who was equal to the importance of the truſt now repoſed in him; and he had ſcarcely taken on himſelf the command, before he had occaſion to exert all his abilities to ſave the India Company's ſettlements on the Coromandel coaſt from total ruin.

Admiral Watſon had ſtationed Commodore James, in the Company's frigate Revenge, of twenty-four guns, off Pondicherry, to watch the motions of the enemy, and to give him the earlieſt intelligence of the French ſquadron, which he had reaſon to expect on the coaſt: on this ſtation, Mr James was joined by his Majeſty's ſhip Triton, commanded by Captain Townley. Early in September, Rear-Admiral Pocock received a letter from Commodore James, informing him, that the Revenge and Triton had been chaced from their ſtation, by a ſtrong ſquadron of French ſhips of war; and added, that Commodore Stevens, with the reinforcements from England, might be hourly expected. Theſe the Admiral impatiently longed for, as the force he had at preſent with him was by no means a match for the enemy. The Kent being quite worn out, was condemned and broke up. Three ſhips of the line, two frigates, and a ſloop of war, were all the force he could now muſter up; and of theſe, the Cumberland, who had never come higher up the Ganges than Culpee, was preparing to heave down. While here, ſhe took a very rich French ſhip which came into the Ganges. Commodore James in the Revenge, while eſcorting a body of troops from Bombay to Bengal, fell in with the L'Indien, a French Eaſt Indiaman, on the coaſt of Malabar, and took her. She was laden with warlike ſtores and proviſions for the French ſquadron then at the Mauritius; which was a loſs they ſeverely felt, as it greatly retarded their equipment.

Commodore Stevens was detained longer at Bombay than he expected, in the neceſſary repairs of his ſquadron, having been obliged to heave down his own ſhip, the Elizabeth, to ſtop a leak. He ſailed thence the 20th of January 1758 for the Coromandel coaſt.

We ſhall conclude this year's account of the operations in the Eaſt Indies, by the very ſpirited behaviour of three Captains of ſhips belonging to the Britiſh Eaſt India Company; and ſhall give it in Captain Wilſon of the Suffolk's own words.

"On the 8th of March 1757, in lat. 35.—40. S and 6. 30. "to the eaſtward of the Cape of Good Hope, in company "with the Houghton, Captain Richard Walpole, and the Go-"dolphin, Captain William Hutchinſon, ſaw two ſail, who "gave us chace, and, coming up with us in the night, kept on "our weather-beams till morning. Being ſuſpicious of a war, "we made ready to engage. At dawn of day, we all ſpread "our colours, and I made the ſignal for a line of battle ahead; "which being preſently formed, we hauled up our courſes, "took in our ſmall ſails, and laid to, to receive them. As the "day broke, we could perceive the ſhips to be French, the lar-"geſt being a two-decker, with fourteen ports in her lower "tier; and the other a frigate of twenty-ſix guns. They bore "down on us, and, before they came within gun-ſhot, hoiſted "their colours; and the large ſhip fired a ſhot at us, which I "immediately returned; but both falling ſhort, we deſiſted fir-"ing till they came within our reach: when a general firing "began on our ſide, they hauled up to the weſtward, to bring "their broadſides to bear, and began alſo. The attack was "ſhort; for as our heads lay different ways, we were ſoon out "of the bearings of each other's guns. All our ſhips received "ſome ſhot; and the great ſhip's main-top-ſail being brought "down, they made ſail to the weſtward; on which we wore, "and, making ſail after them, ſoon came up, got conſiderably "nearer, and brought our larboard guns to bear. A warm en-"gagement enſued for about half an hour, when the French "ſhip hoiſting her main-top-ſail, they made ſail from us. We "immediately crowded after them, but they went faſt from us. "Being out of gun-ſhot, they ſpoke with each other, and ſoon "tacked. There being little wind, they fell much to leeward "before they could bring their ſhips to. When they ſet all "their ſail, we hauled up our courſes to receive them. They "came much nearer than before, and a very ſmart fire was "maintained on both ſides whilſt they were paſſing. When

" they went out of the bearing of our guns, we ſet all our ſail, " making a ſhow of ſtanding for their wakes: But as they con- " tinued their courſe to the eaſtward with all their ſail, we " ſhaped ours to the weſtward, and loſt ſight of each other in " about ſix hours. By the ſhot lodged in our hulls, we found " that the great ſhip carried twenty-four and twelve pounders, " and the ſmall one twelve pounders.

" As theſe ſhips were not in a proper ſtation for cruizing, " we concluded they were on their paſſage to Mauritius.

" I ſhould do our officers and ſeamen injuſtice, if I did not " inform you, that they behaved with all the bravery and in- " trepidity peculiar to Engliſh ſeamen."

On board the Godolphin, a midſhipman loſt his leg, and two ſeamen were wounded: they all recovered. On the former, the Eaſt India Company ſettled a handſome annuity for life: And the Company having, ſome time before, come to a reſolution, to give a bounty of two thouſand pounds Sterling to every crew which ſhould defend their ſhip when attacked by the enemy's ſhips of war, they, on this occaſion, chearfully paid the money to the reſpective crews who had ſo well merited it.

The French Miniſtry had determined to ſend out a ſtrong naval and military force to the Eaſt Indies, under the command of officers of experience, early in the year 1757, in order to obtain ſuch a ſuperiority of force in that country as would enable them to diſpoſſeſs the Britiſh of their ſettlements in India: the command of the ſquadron deſtined for this ſervice was conferred on the Compt D' Aché, an officer of abilities and experience: that of the land forces was given to Lieutenant-General Compte Lally; he was alſo appointed Governor General of all the French poſſeſſions in India, and veſted with moſt extenſive powers. The ſquadron of M. D' Aché conſiſted of the Zodiac of ſeventy-four, the Belliqueux of ſixty-four, and the Superbe of ſeventy guns, King's ſhips, together with a ſhip of fifty guns, and a frigate belonging to the Eaſt India Company. On board of this ſquadron was embarked the regiment of Lally, and a detachment of the royal artillery, making about twelve hundred men, and a great many officers of the firſt families, and of high rank in the army, eager to have an opportunty to diſtinguiſh themſelves on a ſervice where they thought that ſucceſs was infallible. This armament ſailed from Breſt on the 6th of March 1757, but was ſoon after overtaken by a violent ſtorm, in which the Belliqueux loſt her main-top-gallant maſt, and mizen-top-maſt, and was in ſuch danger of driving aſhore, that her Captain was obliged to come to an anchor, and make the ſignal of diſtreſs, on which M. D' Aché, in the Zodiac, went to his aſſiſtance; in doing of which, as the gale ſtill continued to blow ſtrong, he loſt her main and fore-top-maſts, and the ſquadron being much diſabled, they were compelled to return to Breſt to refit. During the ſhort ſpace of time that M. D. Aché's ſquadron had been at ſea, ſome diſpatches had been received from Canada of an unſavourable nature; on which the French Miniſtry reſolved to ſend ſuccours immediately to North America; but not having a naval force ready of ſufficient ſtrength to eſcort them, they were compelled to withdraw the Superbe and Belliqueux from M. D' Aché's ſquadron, and equip them for this ſervice; and M. D' Aché received orders to remain at Breſt until his ſquadron was reinforced with ſhips of ſuch force as would enable him to execute the orders he had received: an expedient was fallen on to do this with great expedition. The French Eaſt India Company had ſeveral of their ſhips conſtructed on purpoſe to ſerve as ſhips of war, when they might require it; of which four had ſailed for India, having on board the regiment of Lorraine, in December 1756. Two ſhips of this deſcription being at Breſt, were immediately added to M. D' Aché's ſquadron; and he was to be ſtill farther reinforced by three more, who were ordered to be got ready with all poſſible diſpatch at Port L'Orient. The equipping of theſe veſſels retarded the departure of M. D' Aché's fleet until the 4th of May: they reached Rio de Janeiro, in Brazil, on the 23d of July, having loſt three hundred men by a fever, owing to their being too much crowded on board the ſhips. Here they remained two months, in order to refreſh their ſoldiers and ſailors, when M. D' Aché once more put to ſea, and arrived at the Iſle de France on the 18th of December, with a great number of ſick on board the ſquadron. At this port he found the ſhips that had carried out the regiment of Lorraine, returned from Pondicherry. He loſt no time in getting his ſquadron put in a condition to enable him to obey the inſtructions he had received. He had his ſick landed, and reinforced his ſquadron with the beſt of the Eaſt India Company's ſhips he found there; and, taking as many men from the crews of the remaining ſhips as completed his complement of men, he put to ſea on the 27th of January. The operations of this formidable armament will be fully related in the affairs of the year 1758.

On the 26th of October 1757, advices were received by the Governor and Council at Madras, of the great ſucceſs which had attended the operations of Admiral Watſon and Colonel Clive in Bengal; but the accounts of this great proſperity were ſomewhat damped, by the diſpatches informing them that it had been found neceſſary to detain the detachment of troops which had been ſent from Madras to Calcutta under Colonel Clive: this was the more ſeverely felt, as certain information had been received of the great reinforcements the French expected from Europe. Admiral Pocock had alſo received intelligence of a great naval and military force that the French were ſending to India; he therefore determined to remain with the ſquadron in the Ganges, until the month of January, for the protection of Calcutta, in expectation of being joined by the fleet from England under Commodore Stevens. In Auguſt, when the Commodore arrived in the bay of St Auguſtine, in the iſland of Madagaſcar, he diſpatched the Queenborough frigate, to inform Admiral Pocock that he intended to proceed with the ſquadron under his command to Bombay, where he expected to join him.

From this determination, it became impoſſible for Commodore Stevens to reach the coaſt of Coromandel ſooner than the beginning of the year 1758. The approach of the monſoon made this diſappointment of leſs importance; as, while it continued, no operations could be carried on; and, as the enemy did not expect any more ſhips of force from Europe during this interval, it was to be hoped that before the French fleet could arrive at Pondicherry, the two Britiſh ſquadrons would have formed a junction.

## WEST INDIES.—*Leeward Island Station.*

THE ſquadron on this ſtation was commanded by Commodore Moore. He relieved Rear-Admiral Frankland, who proceeded to England in the Wincheſter (See Note 105.) The moſt important ſervices rendered by this ſquadron, were, the protection it afforded to the trade of the iſlands; the taking and deſtroying a great many of the enemy's privateers; and capturing a great number of their merchant ſhips. Captain Middleton took no leſs than ſeventeen privateers; moſt of them indeed of ſmall force, but very capable of doing miſchief. For this piece of ſervice, the Aſſembly of the iſland of Barbadoes ordered him one hundred piſtoles to purchaſe a ſword, in token of their approbation of his conduct, and of their gratitude for the protection he had afforded their commerce.

## WEST INDIES.—*Jamaica Station.*

HIS Majeſty's ſquadron on this ſtation was commanded by Rear-Admiral Cotes (See Note 106.), who having the beſt intelligence of the enemy's force in thoſe ſeas, ſtationed his ſhips ſo judiciouſly, and purſued ſuch meaſures for the protection of our trade, that, of the rich fleet, conſiſting of one hundred and fifty ſail of merchantmen, which he ſent to England under convoy of the Lynn, and other ſhips of war, not one fell into the hands of the enemy. He ſent the Auguſta, Edinburgh, and Dreadnought, under the command of Captain Forreſt of the former, to cruize off Cape François, where the enemy were aſſembling a fleet for Europe. This fleet was to be eſcorted by a ſquadron of war ſhips, commanded by M. de Kerſaint, who had arrived ſome little time before from the coaſt of Africa, where he had pillaged ſome defenceleſs places, and made ſeveral valuable captures. The Admiral hoped, that Captain Forreſt's force would be nearly equal to that of M. de Kerſaint; but the French Commodore unexpectedly meeting with a reinforcement of ſome ſhips at Cape François, this, with the aſſiſtance of the garriſon and the ſeamen belonging to the merchant ſhips, now added to his ſquadron, made him greatly ſuperior to the force under the command of Captain Forreſt. (See Note 107.) On the 21ſt of October, M. de Kerſaint came out of Cape François; and with his formidable ſquadron, was in hopes of compelling Captain Forreſt to quit his ſtation. At ſeven in the morning, the Dreadnought made a ſignal for ſeeing the enemy; and by noon they could be plainly ſeen from the quarter-deck. On this, Captain Forreſt made the ſignals for Captains Langdon and Suckling to come on board of him to hold a Council of war, which was of very ſhort duration. Being all met on his quarter-deck, Captain Forreſt ſaid, "Well, "gentlemen, you ſee they are come out to engage us." Upon which Captain Suckling anſwered, "I think it would be a pity "to diſappoint them." Captain Langdon was of the ſame opinion. "Very well, replied Captain Forreſt; go on board of "your ſhips again:"—when he immediately made the ſignal to bear down and engage the enemy. Captain Suckling led the van, Captain Forreſt was in the centre, and Captain Langdon in the rear. The action commenced about twenty minutes after three o'clock, and continued with great briſkneſs for two hours and a half; when the French Commodore made the ſignal for one of his frigates to come and tow him out of the line. The reſt of his ſquadron ſoon after followed his example.

Never did officers and men behave better than the Britiſh. Their good conduct was as conſpicuous as their bravery. The enemy, on the contrary, did not avail themſelves of their evident ſuperiority, and blundered very much. At the beginning of the action, the Greenwich ſhooting up too near the Intrepide, they had nearly fallen on board each other. This threw them into confuſion; which Captain Suckling obſerving, took all the advantage he could of it. When the Intrepide fell aſtern diſabled, the Opiniatre ſhot up into her ſtation; in doing of which, the Greenwich, ſtill in confuſion, got on board of the Sceptre. Unable to extricate themſelves from their diſagreeable ſituation, the whole group were furiouſly cannonaded by the Auguſta and Edinburgh; which laſt fairly drove the Sceptre out of the line.

Our ſhips had ſuffered ſo much in their rigging, that they were in no condition to purſue the enemy. The Auguſta had nine men killed, among whom was the Firſt Lieutenant and twenty-nine men wounded, twelve of them dangerouſly; with maſts, yards, ſails, boats and rigging very much damaged. The Dreadnought had nine men killed, and thirty wounded, twenty very dangerouſly; loſt her mizen-top-maſt in the action, and the mizen-yard ſhot down; alſo the main-top-maſt and top, ſoon after the action was over; every maſt, yard, ſail, rope and boat unſerviceable, except the fore-top-maſt and top-ſail yard; with many ſhot in the hull. The Edinburgh ſuffered leaſt: ſhe had only five men killed, and thirty wounded; but her maſts, ſails and rigging were much damaged, and ſome ſhot in her hull.

No war has produced a braver action, nor a victory gained over ſuch decided ſuperiority. The French, on this occaſion, had put on board the Sceptre her full complement of guns, either from the ſhore, or out of an India ſhip they had at the Cape; had alſo mounted the Outardé ſtoreſhip with as many guns as ſhe had ports; and had not only men taken from the merchant-ſhips, but ſoldiers from the garriſon. Their loſs of men was prodigious, between five and ſix hundred killed and wounded. The Intrepide had her mizen-maſt and main-top-maſt much wounded, thrice ſet on fire by their own powder, and the rigging and ſails ſo much damaged that the ſhip would not work. The Sceptre was ſo much damaged by the Edinburgh, as to be obliged to quit the line before the action was over. The Opiniatre was diſmaſted, and otherwiſe greatly diſabled. The Greenwich had her maſts, yards and rigging greatly damaged, and thirty ſhot between wind and water.

Captain Forreſt with his ſhips was obliged to bear up for

Jamaica, in order to get his damages repaired. And as ſoon as M. de Kerſaint could get his ſquadron ready, he ſailed for Europe with his convoy. On their approaching the coaſt of France, they met a ſevere ſtorm; in which the Opiniatre, Greenwich, and Outardé, parting from their anchors in Conquet road, drove aſhore, and were wrecked.

The Aſſiſtance, Captain Wellerd, on the 20th of November, chaſed a ſnow privateer of eighteen guns, and a ſchooner privateer, with a prize ſhe had taken, into Tiberoon-bay, at the weſt end of the iſland of Hiſpaniola, where the enemy had a battery of five guns. The veſſels hauled cloſe to the ſhore, in hopes of finding protection from the battery. Falling little wind, Captain Wellerd was obliged to tow in. On the 21ſt, he burnt the two privateers, ſunk the prize, and diſmounted all the guns on the battery, with the loſs only of two men killed, and ſome damage done to his rigging.

The princeſs Mary captured, off Monti Chriſti, a large Dutch ſhip, laden with ſugar, coffee and indigo. It appeared that this ſhip was one of the fleet which had ſailed from Cape François a few days before, under convoy of M. de Kerſaint's ſquadron; and that ſhe had brought from Holland to that place, cannon, ſhot, powder, and other warlike ſtores; and was now on her return to Europe with a French cargo.

On the 6th of December, Admiral Cotes ſailed from Jamaica with the Marlborough, Auguſtus, and Princeſs Mary. On the 13th, he made the Auguſta's ſignal to chaſe off Cape Tiberoon, where ſhe took a ſmall French ſloop, loaded with ſugar; and the enemy ſet fire to a large ſhip of ſixteen guns, to prevent her falling into our hands; which blew up before the Auguſta's boat could get on board. On the 14th they took with their boats two French privateers; one of eight guns and twelve ſwivels, the other of four guns and eight ſwivels; moſt of whoſe crews ſwam aſhore. Some of the few that were made priſoners on this occaſion, informing the Admiral, that a rich fleet under convoy of two armed merchant frigates, were ready to ſail from Port-au-Prince for Europe, the Admiral immediately diſpatched the Marlborough's tender to look into that port; who ſoon returned with an account, that eight laden ſhips were come into the road, and lay with their main-top-ſails looſe. Upon this, the Admiral ordered the Auguſta to cruize off the iſland of Gonave for two days; at the expiration of which time, ſhe was to join the ſquadron off Cape Nicholas.

The courage and conduct which Captain Forreſt diſplayed on the 21ſt of October this year, were not more conſpicuous than his knowledge and alacrity on the preſent occaſion. Conformably to his orders he proceeded up the Bay, between the iſlands of Gonave and Hiſpaniola, with a view to put in practice a plan he had laid, for making prizes of the above ſhips. Next day, in the afternoon, he ſaw two ſloops; but, that he might not riſk a diſcovery, he for the preſent forebore chaſing them; and the better to conceal his deſign, hoiſted Dutch colours, and diſguiſed his ſhip with tarpaulins. At five in the afternoon, he diſcovered ſeven ſail of ſhips ſteering to the weſtward, and hauled from them to avoid ſuſpicion; but as ſoon as it was dark, he followed them with all the ſail he could carry. About ten o'clock at night he perceived two ſail, one of which fired a gun, and the other made the beſt of her way to Leogane, another little port in the bay. Soon after this Captain Forreſt got ſight of eight ſail to leeward, near another port, called Petit Guave. On his coming up with the ſhip that had fired the gun, after he had hailed the Captain, aſked him who he was, run out ſome of his lower deck guns, and threatened to ſink him if he made the ſmalleſt alarm, ſhe ſubmitted without oppoſition. Having taken out her crew, he put a Lieutenant and thirty-five men on board the prize, and ordered her to ſtand for Petit Guave, to intercept any of the enemy who might attempt to reach that port. He then made ſail after the body of the fleet; and, by dawn of day, finding himſelf in the midſt of them, he began to fire at them all in their turns, as he could bring his guns to bear. They returned the fire for ſome time; but three of the largeſt ſtriking their colours, were ſecured, and afterwards made uſe of in aſſiſting to take the remainder. One endeavoured to eſcape, but was taken about noon. Thus, by a well-laid plan, the whole fleet (a ſnow only eſcaping) were taken by a ſingle ſhip. The cargoes conſiſted of the moſt valuable produce of Hiſpaniola; and the prizes proved of great value. (See Note 106.)

The other cruizers on this ſtation, with the American privateers, were very ſucceſsful, and took a great number of prizes, ſome of them of great value; beſides taking and deſtroying a number of ſmall privateers. Admiral Cotes paid great attention to the protection of the trade of Jamaica, and ſent ſufficient convoys with the homeward-bound ſhips; ſo that very few of them fell into the enemy's hands.

On the 18th of March, his Majeſty's ſhip the Greenwich, commanded by Captain Roddam, being on a cruize, had the misfortune to fall in with a ſquadron of French ſhips of war, commanded by M. de Beaufremont, conſiſting of five ſail of the line and ſome frigates; and, after making a moſt gallant reſiſtance againſt ſo ſuperior a force, was taken.

## NORTH AMERICA.

We formerly remarked, that when the Earl of Loudoun had been ſent out to command the land forces in North America, the preceding year, he had then found matters in that country, in the greateſt confuſion imaginable. And although the greateſt diſſenſion reigned between the different provinces, and the frontiers of each were expoſed to the inroads of a cruel and an active enemy, yet no meaſures had been concerted for a general defence. His Lordſhip, in his endeavours to eſtabliſh order, was but poorly ſeconded; as General Webb had, by the moſt ſhameful inactivity, allowed Oſwego to fall into the enemy's hands, and, with it, all the veſſels we had on Lake Ontario, ſo that they were now become maſters of the navigation of the Lake. So ſituated, Lord Loudoun ſet himſelf to work, to put things into ſome ſort of order; and to form a plan, which, if approved, would enable him not only to repel the enemy in all their attacks, and drive them from the territory they uſurped, but to carry the war into the heart of their country. He tranſmitted to the Miniſtry, in Autumn, 1756, a ſcheme for the reduction of Cape Breton; with an eſtimate of the force requiſite for putting the plan in execution. The Miniſtry approved of the deſign; of which they informed his Lordſhip early in the Winter.

As it was intended to employ moſt of the regular troops on the expedition againſt Louiſburg, his Lordſhip found it neceſſary to aſſemble the Governors of the provinces of Penſylvania, Maryland, Virginia, and North Carolina, at Philadelphia, in order to concert with them the meaſures proper to be taken for the common defence of the frontiers during the time he ſhould be employed to the northward with the army, for endeavouring to heal the animoſities of the colonies, and to induce them to unite and act for the general good. This was an arduous taſk; and, in this negociation, in which his Lordſhip diſplayed very great abilities, a plan of defence was ſettled, the number of troops to be furniſhed by each colony was ſtipulated, and their deſtination, route, and day of march fixed. So aſſiduous was he in this important buſineſs, that he got it finiſhed in ten days; when he returned to New York, where he did not paſs his time in idleneſs, but was indefatigable in getting ready every requiſite for the ſiege of Louiſburg, that nothing might be wanting, or to ſeek, againſt the fleet and army arrived from England. Theſe he expected as ſoon as the ſeaſon would permit.

On the American coaſt, the winter months are commonly ſo extremely boiſterous, that it frequently happens, there is little or no intercourſe with Europe during that ſeaſon. Such was this winter in America; by which means, his Lordſhip was uninformed of the ſtate of affairs at home. The ſcarcity of the crop, or the change of Adminiſtration, were equally unknown to him. His confidential correſpondents were among the friends of the late Miniſtry. When deprived of their places, they flattered themſelves that it would not be long ere they would be reinſtated. So far, they judged right:

but did not foreſee, that their re-eſtabliſhment would continue but a ſhort time; thus deceiving themſelves, as well as their friends on the other ſide of the Atlantic; whereby the Commander in Chief ſtill kept up his intercourſe with the old Miniſtry, and omitted to pay that attention to the new one, which, as the immediate ſervants of the Crown, they had a right to expect. In this, his Lordſhip was more miſled by the information and advice of his friends in England, than by his own inclination. Certain it is, that no man ever intended better, or had the real intereſt of his country more at heart.

The Earl of Loudoun, well knowing of what importance it is, in military tranſactions, to keep the enemy as ignorant as poſſible of the operations intended againſt them, with the view of concealing his preſent deſigns, he, on the 3d of Janury, thought proper to lay a general embargo on all outward-bound ſhips. In doing this, he had two other great objects in view, *viz.* the more eaſily to collect a ſufficient number of veſſels to tranſport the troops he had aſſembled, from New York to Cape Breton; and the obtaining a body of ſeamen for his Majeſty's ſhips. Self-intereſted people will never allow, that the exigencies of the State are of a ſuperior nature to that of an individual. Of conſequence, this meaſure of his Lordſhip was moſt loudly exclaimed againſt on both ſides of the Atlantic; and ſome circumſtances happened, which gave reaſon, on a ſlight examination of facts, to ſuppoſe his Lordſhip had acted improperly.

The crop had failed laſt year in England, and the people were apprehenſive of a famine. The merchant exclaimed, "No aid can be had from America, on account of the embargo." The planter ſaid, "Notwithſtanding we have had "a luxuriant crop, we can give no aid to the mother country, "on account of the embargo:" and thus, this unfortunate, but well intended meaſure, tended very much to make his Lordſhip unpopular, both in America and in England. Nor had it the deſired effect of concealing from the enemy, the plan intended to be purſued the enſuing campaign; for, ſoon after the Miniſtry had agreed to the plan tranſmitted by the

Earl

Earl of Loudoun, the Court of Verſailles received information of it, and immediately adopted meaſures to render it abortive, by ſending out, very early in the ſpring, troops, and a ſtrong fleet to Louiſburg, with every requiſite the garriſon might want.

The Commander in Chief exerted himſelf in getting ready proviſions for the troops, and materials for the ſiege of Louiſburg; and had collected at New York, ninety ſail of tranſports. On the 6th of May, Sir Charles Hardy, the Governor of New York, received his commiſſion as Rear-Admiral of the Blue, with orders to hoiſt his flag immediately, and act in conjunction with the Earl of Loudoun. He accordingly hoiſted his flag on board the Nightingale, and took the command of the fleet in America. On the 20th, he cauſed a hot preſs to be made at New York, when near four hundred good ſeamen were obtained. This additional and ſeaſonable ſupply, was of the greateſt ſervice; for, by their aſſiſtance, the army, conſiſting of five thouſand three hundred men, (See Note 108.) were embarked by the 25th, and fell down to Sandy-Hook, where Sir Charles Hardy ſhifted his flag to the Sutherland.

Juſt as the fleet was ready to proceed to Halifax, a French prize was brought in, being part of a fleet of merchant ſhips from the Weſt Indies, under convoy of five ſail of the line, commanded by M. de Beaufremont, bound for Louiſburg, and from which fleet ſhe had parted but a few days before. This intelligence was immediately after corroborated by an expreſs from Boſton, importing, that five ſhips of the line and a frigate had been ſeen cruizing off Halifax. Theſe accounts were highly perplexing to Lord Loudoun; but he had no alternative; for, until the matter was cleared up, he was neceſſitated to remain where he was, the naval force under Sir Charles Hardy being much too inferior to contend with ſuch a ſquadron. The Rear-Admiral immediately diſpatched two ſloops of war to view the coaſt, and to gain intelligence. They ſoon returned with the agreeable tidings, that they had ſeen no enemy. On which, the ſignal was made to unmoor;

and, on the 5th of June, the fleet ſailed from the Hook, and arrived in the courſe of a few days at Halifax, where they found three regiments of foot and a company of artillery. Lord Loudoun diſembarked the troops; encamped the whole near the town; and had them daily out at exerciſe, in order to train them, and make them acquainted with the nature of the ſervice they were going upon.

It had been well, had his Lordſhip's activity been properly ſeconded in England; but that was not the caſe. Nothing perhaps can juſtify Lord Loudoun for leaving New York, with ſo conſiderable a body of troops, under ſo ſlender a convoy, but the hopes of finding Admiral Holburne with a fleet and troops from England already arrived at Halifax before him. Unfortunately this was an event he had long to look for, and which put his patience to the ſevereſt trial. Political convulſions are always extremely detrimental to military operations; and, when put in competition, the latter are regarded as ſecondary motives only. Nothing can demonſtrate this in a clearer manner, than the unfortunate expedition we now are ſpeaking of.

It was the 16th of April before Admiral Holburne ſailed with his fleet from St Helen's, where he had been long detained by contrary winds, for Ireland; the troops deſtined for North America, being to embark at Cork. This being at laſt effected, the Vice-Admiral ſailed from thence the 7th of May, and arrived at Halifax the 9th of July, by much too late in the ſeaſon for going on an enterprize, where ſo much oppoſition was reaſonably to be expected. Why this fleet was not ſent out much ſooner, and of a much ſuperior ſtrength to any fleet the French might have in America, cannot well be accounted for. The public are left to conjecture, that this neglect proceeded from want of proper intelligence, the unſettled ſtate of Adminiſtration, and our violent diſſenſions at home; which brought great diſcredit on our arms, and the nation to the brink of ruin.

The active exertions of the French to counteract our enterprizes, were well worthy of our imitation. Early in the month

of

of January, M. de Beaufremont was diſpatched with a ſquadron from Breſt. But as he would have arrived too early in the ſeaſon for the harbour of Louiſburg being open and free from ice, had he purſued a direct courſe for that port; he therefore proceeded firſt to the Weſt Indies, where he remained until the ſeaſon admitted of his entering the harbour of Louiſburg, which he did on the 5th of June. Had he been a few days later, he had certainly fallen in with and taken Sir Charles Hardy and Lord Loudoun, with the troops, on their voyage from New York to Halifax. M. de Beaufremont found in the harbour M. du Reveſt, with four ſail of the line from Toulon; who had only arrived the day before. In coming through the Straits of Gibraltar, he had a little bruſh with the ſquadron under Admiral Saunders; and owed his eſcape to his ſuperior ſailing, and a dark night. On the 3d of May, M. Bois de la Mothe had the good fortune to eſcape out of Breſt, with nine ſail of the line and four frigates, having troops and all ſorts of ſtores; and arrived at Louiſburg the 29th of June. Theſe ſquadrons when united, conſiſted of eighteen ſail of the line, and five frigates. (See Note 109.)

It has often been matter of wonder, that M. de la Mothe, with a fleet ſo much ſuperior in every reſpect to Admiral Holburne's, did not purſue the Britiſh fleet when it retired from before Louiſburg, and block it up in the harbour of Halifax; but our ſurprize will ceaſe, when it is conſidered, that M. de la Mothe's orders were expreſsly for the protection of Louiſburg. Beſides, it was a moſt poſitive inſtruction given to the French naval commanders, to avoid as much as poſſible the coming to action with the Britiſh fleets, or even ſingle ſhips, unleſs the ſuperiority ſhould be ſo decidedly in their favour, as to give a certainty of victory; and the French Admiral might reaſonably conjecture, that a reinforcement would be ſent from England, as ſoon as the ſuperiority of the French fleet became known to the Britiſh Miniſtry (and which was really the caſe), when the majority might have been in favour of Admiral Holburne; whoſe fleet at this time conſiſted only of fourteen ſail of the line, and three frigates. (See Note 110.)

The Earl of Loudoun had under him, Major-Generals Abercrombie, Hopſón, Lord Charles Hay, and Brigadier-General Laurence. The army was compoſed of ſixteen battalions, (See Note 111.) five hundred men belonging to the regiment of artillery, five hundred rangers, and one hundred carpenters; making, in all, about eleven thouſand men. Whilſt Admiral Holburne was buſied in watering and victualling the fleet, and making all his neceſſary arrangements, Lord Loudoun landed the newly arrived troops, in order to refreſh them after ſo long a voyage. They were exerciſed daily, and all poſſible care taken to render them as healthy as poſſible. In the mean time, the Admiral diſpatched Captain Rous in the Winchelſea, with ſome more frigates, to look into the harbour of Louiſburg; and to bring him as certain accounts of the enemy's ſtrength as he could obtain. It had been a piece of unjuſtifiable preſumption to have proceeded without ſuch precaution. But even the prudence with which the Commander in Chief had acted, was blamed by ſome. It was ſaid "to be keeping the ſoldiers courage at bay, and expending the nation's wealth in making "ſham fights, and planting cabbages*;" words ſpoken by Lord Charles Hay, and for which it was judged proper, by a Council of war held the 31ſt of July, to put him under arreſt. The afternoon of the ſame day, all the tranſports were ordered to the weſtern ſhore in diviſions, and to have their boats ready to embark the forces; while the army was ordered to hold themſelves in readineſs to embark on an hour's warning. Captain Rous returned; and, in conſequence of his report, the army was embarked the 1ſt and 2d of Auguſt; the maſters of tranſports received their ſailing orders; and the general rendezvous was appointed to be in Gabarous-bay, about two leagues weſt of Louiſburg.

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* This expreſſion of Lord Charles Hay's, alludes to the daily exerciſing of the troops, and to Lord Loudoun's having, on his arrival at Halifax, got a garden prepared for the uſe of the ſoldiers; the cabbages, &c. produced in which, were of great benefit to the army in general, and contribute much to the preſervation of their health.

From the intelligence hitherto received, the enemy had not collected any force of ſufficient ſtrength to deter the commanders from proſecuting their intended enterprize.

The Windſor man of war arrived from England the 4th; and the ſame day a ſchooner arrived, ſent expreſs from Captain Edwards, the Governor of Newfoundland, informing the Admiral, that one of his cruizers had taken a ſchooner bound to France from Louiſburg, with diſpatches; which luckily not having been deſtroyed, they learned from them, that the force the enemy had aſſembled at Louiſburg was very great; it conſiſting of eighteen ſail of the line, and five large frigates; and that, including the garriſon, they had ſeven thouſand regular forces.

A Council of war was immediately held, in conſequence of the above intelligence, who reſolved, "That conſidering the "great ſtrength of the enemy, and the advanced ſeaſon of the "year, it was expedient to poſtpone the attack upon Louiſburg; "and that the troops ſhould proceed to the different places "where the public ſervice required them." Such of the regiments as were to compoſe the garriſon of Halifax diſembarked there; others, under proper convoy, proceeded up the Bay of Fundy, to Fort Cumberland and Annapolis Royal; and the Earl of Loudoun, with the remainder, ſailed for New York.

To have perſevered in the enterprize againſt Louiſburg, after the receipt of ſuch intelligence, would have been a reſolution fraught with the greateſt temerity, when it was known that the enemy had ſo great a force to oppoſe them. Under ſuch circumſtances, it was ſcarcely poſſible for the army to have forced a landing; or, if they had, it would have been attended with ſuch a loſs of men, as muſt have diſabled them from proceeding in the attack; while, from the ſuperiority of the French fleet, Admiral Holburne could have afforded the army very little aſſiſtance in the operations of the ſiege; and in caſe he had been repulſed by the French fleet, he could not have co-operated with them in the ſiege at all; ſo that the retreat of the army would have been extremely precarious, if not impracticable:

and ſuch a misfortune would have expoſed the whole of the Britiſh poſſeſſions in America to certain deſtruction.

The Admiral reſolved to reconnoitre Louiſburg himſelf; and leaving the Windſor, the Arc-en-ciel, the Nightingale, Speedwell, Gibraltar's Prize, and Grenado bomb, for the defence of Halifax, he ſailed with his fleet, as ſoon as the wind would permit (which was the 16th,) on a cruize off Louiſburg (See Note 112.), where he arrived the 20th, and got ſo cloſe to the harbour's mouth, that ſome ſhot were fired at his headmoſt ſhips from the Iſland-battery. He had now an opportunity of ſeeing that the intelligence reſpecting the enemy's naval force was perfectly correct.

M. de la Mothe now making the ſignal for his ſquadron to unmoor, Admiral Holburne made the ſignal for his fleet to tack, and ſtand off the land. When it was dark, he bore away for Halifax, where he arrived the 11th of September, and found four ſail of the line from England, under the command of Captain Geary (See Note 112.); which ſquadron, Adminiſtration, having now diſcovered how ſuperior the enemy's naval force was in point of ſtrength to that under Admiral Holburne, had ſent out to his aſſiſtance. But this reinforcement arrived when it was too late in the ſeaſon to commence military operations. All that was now in the Admiral's power, was to block the French fleet up in Louiſburg, to prevent them from acting any where elſe; and as he knew they could not winter there, he was in hopes of attacking them to advantage, when the ſeaſon compelled them to forſake their preſent aſylum. He gave immediate orders for his ſhips to wood and water, and to be particularly careful of both. He ſailed from Halifax, and ſtationed his ſquadron, now conſiſting of nineteen ſail of the line, two of fifty guns, and ſome frigates, in ſuch a manner as was moſt likely to intercept the enemy.

On the evening of the 24th of September, being then about twenty leagues to the ſouthward of Louiſburg, it began to blow freſh at eaſt; and in the night, the wind veering round to the ſouth, it blew a perfect hurricane, which continued till eleven o'clock the next day, when it fortunately changed to the north.

This was the happy means of ſaving the Britiſh ſquadron from deſtruction, as they were then very near the rocks of the iſland of Cape Breton, when the tempeſt abated of its fury, and took a different direction. The Tilbury unfortunately ſtruck, and was wrecked about two leagues from Louiſburg: the Captain and moſt of the crew periſhed. Thoſe that were ſaved, were conducted to Louiſburg, and afterwards ſent to England. The Grafton ſtruck on the rocks, but luckily got off again. Scarce a ſhip of the ſquadron but ſuſtained ſome loſs; and all of them were conſiderably ſhattered. The following is allowed to be nearly an exact ſtate of the loſſes ſuſtained.

| *Ships.* | *Damages.* |
|---|---|
| Newark | Six guns thrown overboard. |
| Invincible | Three men, her main and mizen maſts gone. |
| Grafton | Main-maſt, foretop-maſt, and rudder; but this laſt was ſupplied by a machine of Commodore Holmes's invention, by which the ſhip was ſteered to England. |
| Captain | Diſmaſted. |
| Naſſau | Ditto, and arrived in England with nine feet water in her hold. |
| Prince Frederick | Ditto, and obliged to bear away for St John's Newfoundland. |
| Sunderland | Diſmaſted. |
| Bedford | Ditto. |
| Centurion | Ditto, and ten guns thrown overboard. |
| Devonſhire | Ditto. |
| Eagle | Ditto, and fifteen guns, and arrived in England with eight feet water in her hold. |
| Nottingham | Mizen-maſt, and twelve guns thrown overboard. |
| Kingſton | Sixteen guns thrown overboard. |
| Windſor | Ditto. |
| Tilbury | Wrecked, the crew partly ſaved. |
| Nightingale | Mizen-maſt, four men loſt, and twenty guns. |

| *Ships.* | *Damages.* |
|---|---|
| Cruizer ſloop | The mizen-maſt, three men loſt, and ten guns thrown overboard. |
| Ferret ſloop | Foundered, and all on board periſhed. |

The oldeſt ſeaman in the fleet had never ſeen ſuch a dreadful tempeſt; which, for the time it laſted, ſurpaſſed even thoſe encountered by Lord Anſon off Cape Horn, in his voyage to the South Sea.

Admiral Holburne collected his ſhattered ſquadron in the beſt manner he could; ſent the moſt diſabled ſhips to England under the command of Sir Charles Hardy and Commodore Holmes, and went with the remainder to Halifax; where, having refitted them as well as he could, he ſailed for England, leaving the command to Lord Colvill in the Northumberland, who, with ſome other ſhips, were to winter at Halifax. Lord Colvill had orders to repair with his ſquadron off Louiſburg, as ſoon as the ſeaſon would permit, to prevent any ſupplies from getting in to that place.

As the ſhips of war were chiefly employed on the intended enterprize againſt Louiſburg, they had but few opportunities of making captures. The Windſor, on her voyage from England, took the Heureux, from St Domingo for Bourdeaux, of five hundred tons burden, and very richly laden; beſides two veſſels with ſtores and proviſions for Louiſburg and Quebec. The Winchelſea, off Louiſburg, took a ſloop of ſixteen guns, after a ſtout reſiſtance, bound for Quebec with ſtores. The Nottingham, on her voyage to England, took a privateer of twelve guns. On the 3d of November, the Lightning fire-ſhip, commanded by Captain Henry Martin, was attacked by a privateer of ſixteen guns, and a great number of men; but notwithſtanding the enemy's ſuperiority, he defended his ſhip with great reſolution and courage; and having the good fortune to diſable the privateer, Captain Martin ordered all his ſails to be ſet, and got off. He had his Lieutenant and ſome men killed, and ſeveral wounded. The American privateers gave the enemy's my's trade, both on this coaſt and in the Weſt Indies, very great annoyance, and made many valuable prizes.

Never was the failure of an enterprize more unjuſtly laid to the charge of the two chief commanders than was this. The great expence to which the nation had been put, having raiſed their expectations to the higheſt pitch; the chagrin they expreſſed, when they heard that the attack was poſtponed, is not to be conceived. But the moſt judicious, and thoſe well acquainted with all the circumſtances, agreed in opinion, that, ſo far from deſerving blame, the prudent conduct of both had ſaved the colonies from being conquered by France.

Even diſaſters in other parts of America were laid to the charge of the Earl of Loudoun. When he left New York, he had taken care to leave ſuch a force under the command of General Webb at Albany, as was quite ſufficient to protect the frontiers, and to have repelled any attack made by M. de Montcalm, who had ſucceeded Baron Dieſkau in the command of the French army; with which force General Webb might have ſaved Fort William Henry, had he marched with the troops he could have aſſembled.

The ſhameful conduct of the French General, in allowing his Indians to maſſacre the Britiſh, in violation of the terms of capitulation of that place, did not paſs without thoſe warm and ſharp remonſtrances from Lord Loudoun which ſo barbarous a behaviour deſerved. The excuſes made by M. de Montcalm, were futile in the higheſt degree. And when the preſent Lord Amherſt completed the plan of operations (that had been laid down by the Earl of Loudoun), by the taking of Montreal, he had in view a ſort of retaliation for their perfidy at Fort William Henry, in the diſgrace he put on the French troops, by obliging their ſix regular regiments to lay down their arms in the preſence of ſome Britiſh officers ſent on purpoſe to ſee them perform this humiliating taſk; and this for their infamous and ungenerous behaviour during the war in America.

The French ſquadron, during the ſtorm of the 24th and 25th of September, were not free from danger, even in the harbour of Louiſburg; as many of their ſhips received conſiderable damage.

mage. While in this port, they loſt a great number of men by an epidemical diſtemper which raged with great fury among them. They put to ſea the end of October, and reached Breſt in a very ſhattered and diſtreſſed condition the end of November. The Bien-Acquis and the Hermione were taken by two of the Britiſh cruizers on their voyage to Europe.

## AFRICA.

THE French ſquadron which ſailed from Breſt in the Spring, under M. de Kerſaint, proceeded to the coaſt of Guinea, where they did conſiderable miſchief to the Engliſh traders, took and deſtroyed many ſhips, there being no naval force on the coaſt of ſufficient ſtrength to oppoſe their deſigns; the chief of which was, to attempt the conqueſt of the principal forts held by the Britiſh on that coaſt. To this enterprize they were incited, by the defenceleſs ſtate they were known to be in.

The firſt attempt was againſt the fort at Cape Coaſt; M. de Kerſaint wiſely judging, that, if he ſucceeded here, the other ſubordinate forts would fall of courſe. Mr Bell, the Governor of this fort, took every precaution to maintain ſo important a poſt, that the ſhort notice he had of the enemy's approach would admit of. When he firſt received the intelligence, his whole garriſon did not exceed thirty white men, and a few Mulatto ſoldiers; his powder magazine contained only half a barrel of gun-powder; and the fortifications were deemed by the beſt judges to be in ſuch a crazy ſtate, as to be unable to withſtand half an hour's well directed cannonade from a ſhip of war. Yet, not diſcouraged, with his diſmal ſituation, he immediately procured a ſupply of gun-powder, and a reinforcement of fifty men from ſome of the trading veſſels then on the coaſt. He mounted ſome ſpare cannon upon an occaſional battery; and aſſembled a large body of well armed Negroes, under one of their chiefs, on whoſe fidelity he could depend. Theſe he poſted at a place the moſt likely for the enemy to attempt a deſcent. Mr Bell had ſcarcely done all this, when the French ſquadron made its appearance, and ſoon after began an attack: but they met with ſo warm a reception, that in leſs than two hours they were fain to cut their cables and make off, having damaged the caſtle very little. This repulſe was matter of great diſappointment to the principal officers of the Dutch fort and factory at Elmina, in the neighbourhood of Cape-Coaſt Caſtle, who had publicly avowed their partiality for the French Commodore's ſucceſs, and viewed the action at a diſtance, in hopes of their wiſhes being accompliſhed. M. de Kerſaint, thus diſappointed, ſteered for the Weſt Indies. He was much blamed for miſconduct in this attack, as well as for want of reſolution: but he placed the miſcarriage of the deſign to his having been misinformed as to the defenceleſs condition of the place; and was beſides apprehenſive leſt his ſquadron had been diſmaſted, in which event they would have been rendered unfit for fulfilling the farther objects of his inſtructions.

Much praiſe is due to Mr Bell for his ſpirited exertions on this occaſion: for had the French ſucceded in this attack on Cape-Coaſt Caſtle, in all probability not only all the Britiſh ſettlements on the African coaſt had fallen into their hands, but all the natives in our intereſt would have revolted to them, as ſeveral leading men among them ſhewed themſelves very wavering upon M. de Kerſaint's arrival, and the proſpect of ſucceſs which his ſtrength ſeemed to promiſe.

## MEDITERRANEAN STATION.

Vice-Admiral Hawke returning to England towards the cloſe of laſt year, the command of his Majeſty's ſhips in the Mediterranean, devolved on Rear-Admiral Saunders; (See Note 112.) who having received intelligence, that four ſail of the line and a frigate had ſailed from Toulon, and ſhaped their courſe towards the mouth of the ſtraits of Gibraltar; he ſailed from the latter place, on the 2d of April, with the Culloden, Berwick, Princeſs Louiſa, Guernſey and Portland, to endeavour to intercept them.

On the 5th, about four o'clock in the afternoon, he got ſight of the enemy: being to leeward, he formed the line. At ſun-ſet the enemy did the ſame, being then about two miles to the windward of the Britiſh ſquadron, and immediately began to fire; but none of their ſhot reached any of our ſhips, who continued to chaſe and gain upon the enemy. The Guernſey, and Princeſs Louiſa, got within ſhot, and began to engage; but before the other ſhips could get up to ſupport them, it was night, and the two ſquadrons loſt ſight of each other. The moon riſing about nine o'clock, ſome of the ſhips made the ſignal for ſeeing the enemy, on which Admiral Saunders made the ſignal for a general chace; but as moſt of his ſhips were foul and heavy ſailers, they could not overtake the enemy, whoſe ſhips, being quite clean, ſailed much better, and got clear off. This ſquadron conſiſted of four ſail of the line and a frigate. It was commanded by M. du Reveſt, Chef d'Eſcadre, and was bound for Louiſburg.

Admiral Saunders ſtationed his ſquadron ſo judiciouſly, that our own trade was extremely well protected, whilſt that of the enemy met with very great annoyance from our cruizers.

The Fortune ſloop, Captain Hotham, took a large French ſhip from Marſeilles, bound to Martinico, after a cloſe engagement of an hour and a half. She carried twenty-ſix guns, had a crew of one hundred and fifty men, and was eſteemed double the force of Captain Hotham's ſhip, who, at the ſame time, took a brig that was in company with the former. In the action, the enemy had ten men killed, and many wounded. Captain Hotham diſplayed ſo much courage and conduct on this occaſion, that he was directly made a poſt Captain.

The Experiment, Captain Strachan, being on a cruize on the coaſt of Spain, was attacked by the Telemaque, a privateer belonging to Marſeilles, of twenty-ſix guns, and three hundred and thirty men; who, after a few broadſides, boarded the Experiment. Of the men who made this attempt, not one returned, but were all of them cut to pieces. Soon after the enemy boarded the Experiment a ſecond time; but were again repulſed with great loſs. The two ſhips had now got very cloſe to each other, where they maintained an obſtinate fight with great guns. The enemy's fire beginning to ſlacken, Captain Strachan ſeizing the opportunity, reſolutely boarded the privateer, and ſoon compelled the enemy to ſurrender. They had upwards of one hundred men killed, and ſeventy wounded in the action. On board the Experiment, only four men were killed, and twenty wounded. Captain Strachan, anxious to get rid of his priſoners, ſtood in for the Spaniſh ſhore, and ſent his boat, with his maſter, four ſailors, and ſome of his priſoners to Alicant, with orders to the maſter to buy ſome neceſſaries, and return to the ſhip immediately. But the Governor of the place ordered the boat to be ſeized, and the crew to be ſent to priſon, on pretence that Captain Strachan had violated the neutrality of the coaſt of Spain; although the contrary was well known: the privateer being at anchor when ſhe firſt got ſight of the Experiment, weighed or ſlipped her cable, purſued, and fired the firſt ſhot. Captain Strachan, finding his boat did not return, ſtood with his prize for Gibraltar, from whence he wrote to Sir Benjamin Keene, the Britiſh Miniſter at the Court of Madrid, complaining of the behaviour of the Governor of Alicant.

The Ambuſcade took ſix French veſſels from the Levant, one of which ſold for 12,000l. Being on another cruize, ſhe fell in, off the iſland of Sardinia, with the Vainqueur, a privateer belonging to Marſeilles, of twenty-four guns, twelve and nine pounders, and three hundred and ſixty men; when, after an action which continued near an hour, ſhe ſtruck. The enemy had fifty men killed, and a great many wounded. The Ambuſcade had three men killed. The Vainqueur had a conſort, a xebeque, who likewiſe engaged the Ambuſcade; but when the Vainqueur ſtruck, ſhe made off and eſcaped.

The Hampton Court chaſed a French frigate, called La Nymphe, aſhore on the iſland of Majorca, where the crew landing, fired on the Hampton Court; upon which Captain Hervey ordered a broadſide to be fired into the frigate, and ſunk her.

The cruizers of the ſquadron, in general, took many rich prizes, particularly from the Levant.

Towards the end of May, Vice-Admiral Oſborn arrived with conſiderable reinforcements, and took on him the command of the ſquadron. He brought the trade from England with him, which was ſent to its various deſtinations with proper convoys.

From the ſtrength of the Britiſh ſquadron, the Barbary States paid the greateſt reſpect to their flag; and the Italian States obſerved a ſtricter neutrality than they had hitherto done.

The Britiſh privateers and letters of marque made many valuable prizes in the Mediterranean this year.

We ſhall conclude our narrative of the tranſactions on this ſtation, with the following wonderful adventure of Peter Murray, who, for the bravery and conduct which he exhibited on this occaſion, deſerves particular notice. The St George, Ives, from Smyrna for London, richly laden, was taken on the 4th of June, near Oran, by Le Bien Aimé, privateer of Marſeilles, mounting twenty-four guns. All the crew were taken out, and put into the privateer, except Peter Murray the mate, the boatſwain, and two ſailors, who, with ſeventeen Frenchmen, were left on board of the St George, and ordered to carry the prize to Marſeilles. On the night of the 11th of June, being then about fifteen miles from the coaſt of Catalonia, Murray obſerving the Commander of the veſſel faſt aſleep in the cabin, found means to enter it, and provide himſelf with a piſtol and three cutlaſſes. Advancing on the quarter-deck, he attacked eight French ſailors who were on the watch, and drove them to the forecaſtle; one of whom making ſome reſiſtance, was wounded. The noiſe occaſioned by this ſcuffle, awaked the Commandant, who, getting the length of the cabin door, and perceiving Murray on the quarter-deck, with a piſtol which he had in his hand, took aim at him; which, luckily miſſing fire, Murray directly diſcharged one of his piſtols, and lodged two balls in his ſhoulder, which obliged him to retire into the cabin. The other four Britiſh ſailors, hearing the report, and coming upon deck, inſtantly flew to the aſſiſtance of Murray, and forced the eight French ſailors down the fore-hatch-way to their comrades, threatening to kill the firſt who ſhould come upon deck without leave. Murray then went to the cabin, brought away all the arms, and laid them near him on the quarter-deck. He now aſſuming the command of the veſſel, ordered four of the French ſailors from below, to help to navigate her: theſe he ſtationed between the forecaſtle and the main-maſt, threatening them with death, if they came nearer the quarter-deck, or refuſed to execute his commands for navigating the ſhip. With theſe precautions, Murray and his companions brought the veſſel to an anchor in the harbour of Barcelona, the morning of the 12th; liberated his priſoners; and made a declaration of the tranſaction before the Britiſh Conſul at that place.

## TRANSACTIONS AT OR NEAR HOME.

THE avowed intentions of the enemy to invade Great Britain or Ireland, and the great preparations at all their ſea-ports, induced the Miniſtry to have a ſtrong ſquadron cruizing to the weſtward to obſerve their motions; notwithſtanding which, M. de Bois de la Mothe found a lucky minute, when the ſquadron under Admiral Weſt was by bad weather drove from their ſtation, to ſteal out, and, unmoleſted, reach Louiſburg. Rear-Admiral Broderick relieved Admiral Weſt. He continued cruizing till the month of June, when he was joined by Vice-Admiral Boſcawen, who returned to port in July. Litle elſe can be ſaid of theſe cruizing ſquadrons, than to mention the time of their ſailing from, and return to England; they not having had the good fortune to perform any thing worthy of notice. Indeed, the enemy having no fleets in the European ſeas to oppoſe the Britiſh; they, of courſe, had no opportunity of ſignalizing themſelves. The prizes they made, will be found mentioned among the captures at the end of the tranſactions of this year.

At the time when the tumult of faction became ſilenced, and an Adminiſtration ſettled, the affairs of Great Britain did not wear a very favourable aſpect. Our only ally, the King of Pruſſia, had by his preſumption received a very great defeat at Colin, from M. Daun; and the army of obſervation under the Duke of Cumberland, was very hard preſſed by an army of French, commanded by M. d'Etrées, of much ſuperior numbers. The Miniſtry were therefore anxious to do ſomething which could be of ſervice, both to his Royal Highneſs and his Pruſſian Majeſty.

At this time, a ſcheme was offered to Mr Pitt, for a deſcent on the French coaſt, and attacking the town and port of Rochefort by a coup-de-main. Captain Clarke, an officer of abilities, being on his return from Gibraltar, (where his regiment then was) to England in 1754, got leave to come by the way of Spain and France; and while at Rochefort, he was very particular in taking a view of the ſtrength of that place. As a war was apprehended between Great Britain and France, he thought an attack on this port extremely likely to ſucceed, it being very poorly fortified; having only a rampart, with a revetement flanked with redans, no outworks, no covered-way, and, in many places, no ditch, ſo that the bottom of the walls was ſeen at a diſtance.

As this place (See Note 113.) was one of the enemy's principal naval magazines, a ſucceſsful blow againſt it could not fail of being ſenſibly felt by them. Mr Pitt approved much of the plan, which he viewed as very advantageous for Great Britain; an object which, in all his meaſures, he never loſt ſight of. If this expedition ſucceeded, it would be a ſevere ſtroke on the enemy's marine, as all the ſhipping at this time at Rochefort, the dock-yard, the arſenal, and the foundery, would be involved in one general ruin. It would, beſides, be reſtoring the kingdom to that credit and reſpectability its arms once had among the European powers, by retaliating an invaſion in reality on France, who had for ſo many months threatened his Majeſty's dominions with a ſimilar viſit; and, as the enemy had drained their country of troops to augment the armies which they had ſent into Germany, their coaſts were ſuppoſed to be in a very defenceleſs ſituation, there not being more than ten thouſand men from St Valery to Bayonne[*]. The ſcheme was laid before the Cabinet, adopted, and ordered to be put in immediate execution. In conſequence of which, a large ſquadron of ſhips of war were ordered to be got ready with the utmoſt diſpatch; and ten regiments of infantry aſſembled and encamped in the Iſle of Wight, with orders to be ready to embark at a moment's warning. Theſe were to be joined by a troop of light horſe, and a company of artillery, encamped near Portſmouth, as ſoon as tranſports could come round from the Thames to receive them. Lieutenant-General Sir John Mordaunt was appointed to command the troops, having under him Major-Generals Conway and Cornwallis. Sir Edward Hawke was appointed to command the fleet deſtined on this ſervice, having under him Vice-Admiral Knowles, and Rear-Admiral Broderick. The great preparations made for this enterprize, raiſed the expectations of the people to the higheſt pitch, and rivetted the eyes of all Europe.

The deſtination of this armament was kept a profound ſecret, which occaſioned a general conſternation throughout France; the people being in daily expectation of the blow, but uncertain where the ſtroke would fall. Every one was full of conjecture; and the moſt ſenſible concluded, that its chief intent was to oblige the King of France to withdraw a great part of his army from Germany, to defend the ſea-coaſts of his own dominions; and, by this means, not only aid the King of

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[*] According to the intelligence which Adminiſtration had, the French army was diſpoſed of in the following manner:

| | |
|---|---|
| In Germany, — — | 119,000 |
| In America and their Iſlands, — — | 25,000 |
| In the Eaſt Indies, — — | 4,000 |
| On the ſea-coaſt of France, from St Valery to Bayonne, an extent of four hundred miles, — — | 10,000 |
| In garriſons and interior parts of France next the Empire and from Calais down to Provence, — | 29,000 |
| Total, | 187,000 |

of Pruſſia, but contribute greatly towards the protecting his Majeſty's electoral territories; and that its grand and immediate object, was the deſtruction of the French marine. As this enterprize was ſaid to be planned by Mr Pitt, the nation, repoſing the greateſt confidence in his abilities and public ſpirit, formed the moſt ſanguine hopes from it: and the event ſhewed that their opinion was well founded.

After every thing was properly concerted, and the officers all at their poſts, the wind blowing from the weſtward, prevented the tranſports getting round from the Downs. This was matter of great uneaſineſs to Mr Pitt, who preſſed the commanders to expedite their operations. The troops diſplayed an anxiety at the delay, and longed to be led againſt the enemy. His Majeſty's inſtructions to the Commander in Chief were, "To attempt, as far as ſhould be found practicable, a "deſcent on the coaſt of France, at or near Rochefort, in order to attack, and, by vigorous impreſſion, force that place; "and to burn and deſtroy, to the utmoſt of his power, all "ſuch docks, magazines, arſenals, and ſhipping, as ſhall be "found there." His Majeſty enjoined the two Commanders to the ſtricteſt harmony, and a good underſtanding together; and the ſame to be maintained between the two ſervices.

On board the Magnanime was one Thieri, a Frenchman, who ſaid that he had been a pilot more than twenty years on the French coaſt; and who confirmed all that Captain Clarke had ſaid of Rochefort. The wind at laſt coming eaſterly, the tranſports reached Spithead. Not a moment was loſt. On the 5th and 6th of September, the troops embarked at Cowes; at which time, the artillery and light horſe embarked from South-Sea beach. Too few tranſports having been provided, in order to remedy this defect, the Admiral ordered the lower tier of guns to be taken out of the Jaſon of fifty guns, and put five companies of the third regiment on board that ſhip.

On the 8th of September, the fleet ſailed, (See Note 113.) leaving the nation, big with hopes, to gueſs at their deſtination. It was the 14th before thoſe in the fleet could form any idea of it; but, on that day, the change of courſe gave ſome reaſon to believe, that Rochefort was the object. The ſealed orders given by the Admiral to each, were directed not to be opened, but in caſe of ſeparation, or when to the weſtward of the iſlands of Scilly. Having got this length, the Admiral ſuddenly altered his courſe, and ſtood in to the Bay of Biſcay. On the 15th, Sir John Mordaunt gave out exceeding proper orders to the troops for landing, and how to conduct themſelves when landed. On the 17th, Captain James of the Royal regiment of artillery, was ordered to ſupply each tranſport with a light braſs ſix-pounder, to be fixed on the bow of their long-boat*; with two boxes of ammunition, one of grape, and the other of round ſhot. On the 19th, about eight in the evening, the Admiral made the ſignal to lie to, that all the tranſports might come up. At four o'clock next morning, he made the ſignal to make ſail; and ſoon after the Medway was ordered ahead to make the land. The ſame day, the Admiral iſſued the following order:

"By Sir Edward Hawke, Knight of the Bath, Admiral of "the Blue ſquadron of his Majeſty's fleet, &c.

"If, in ſtanding in between the iſles of Rhé and Oleron, I "ſhall find the wind and weather will permit of proceeding to "Baſque-road, and attacking the iſle of Aix, I will hoiſt a "red flag on the flag-ſtaff, at the fore-top-gallant-maſt head, "and fire three guns. Then you are hereby required and di"rected, without loſs of time, to ſtand in as near to the ſaid "iſle of Aix as the pilots will carry you, with all, or as many "of the ſhips of your diviſion, as you ſhall think ſufficient "for that ſervice, and batter it, till ſuch time as the garriſon "ſhall either ſurrender, or abandon it. In either caſe, you "are to land a number of men ſufficient to demoliſh it with "all poſſible diſpatch, ſending me the earlieſt intelligence of "your proceedings. For which, this ſhall be your order.

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* This was ordered, with a view that the boats, thus armed, might in ſome meaſure cover the landing of the troops; and, by their fire, ſcour the beach of any forces the enemy might bring down to oppoſe the deſcent.

"Given under my hand on board his Majeſty's ſhip Ramil-
"lies, at ſea, this 20th day of September, 1757.

"Ed. Hawke.

"By command of the Admiral,

"J. Hay.

"*To Charles Knowles, Eſq; Vice-Admiral of*
"*the Red ſquadron of his Majeſty's fleet.*"

Sir Edward Hawke, about noon, made the ſignal for the Vice-Admiral to proceed with his diviſion, which was immediately complied with. At two o'clock, the Medway made the ſignal for ſeeing the land; and, ſoon after, the Vice-Admiral (now conſiderably ahead of the fleet), ſaw it likewiſe. About four o'clock, Captain Keppel hailed Admiral Knowles, and told him he ſaw a French man of war ſtanding in for the fleet. She was ſoon diſcovered to be a two-decked ſhip, and had out a private ſignal, viz. a Dutch jack at her mizen top-maſt head. The Vice-Admiral heſitated whether he ſhould ſend any of his diviſion in chace of her, conſidering his orders, and the nature of the ſervice he was ſent on; but he thought, if he did not, the ſail in ſight might eſcape from any ſhips the Admiral (now conſiderably aſtern) might order after her; and, in caſe Sir Edward Hawke did not approve of what he had done, he could recal the ſhips he had ſent. He accordingly made the Magnanime's ſignal to chaſe, and hailed Captain Keppel to do the like. As ſoon as Sir Edward Hawke obſerved what the Vice-Admiral had done, he confirmed it, by repeating the Torbay and Magnanime's ſignals to chaſe, and ſending after them the Royal William and Coventry. The ſhips ſpread every ſail they could, and gained on the enemy very faſt; but ſhe was too near a port to be brought to action. She eſcaped with difficulty into the river Garonne, where ſhe run into ſuch ſhoal water, that our ſhips durſt not follow her.

This little affair gave an alarm to the whole coaſt, which was viſible by the multitude of fires which appeared on the hills and riſing grounds as ſoon as it grew dark. Early on the 21ſt, Sir

Edward

Edward Hawke ſent the Dublin, Burford, and Achilles, to reinforce the Vice-Admiral, and ſupply the place of the ſhips of his diviſion which he had ſent in chaſe, with orders to proceed as directed yeſterday. Admiral Knowles immediately made ſail towards the land; and being got within two miles of it, about nine o'clock, the weather became thick and hazy. The pilot deſired that the ſhip might be tacked, and laid with her head off the land, till it cleared, ſo as he could ſee his marks. On founding, there was found only eleven fathoms water. Whilſt the Vice-Admiral was lying-to, he made the ſignal for the Captains of his diviſion, and ordered them to ſend for their pilots; no two of whom agreed what land it was. He ſent their opinions to Sir Edward Hawke, who was now advanced ſome miles nearer to him. As Sir Edward did not ſtop to take up the boat, Admiral Knowles made a ſignal that he wanted to ſpeak with him; and, making all the ſail he could, joined the fleet about noon. He then went on board the Admiral, and informed him, that thoſe ſhips which had been ſent in chaſe the preceding evening, having rejoined the fleet, the pilots had refuſed to take charge of leading them in. Upon this, Thieri, the pilot of the Magnanime, was ſent for; who told directly what land it was, and offered to lead in the fleet. This offer was immediately accepted; and the Vice-Admiral proceeded with his diviſion, the reſt of the fleet following. About ſix o'clock in the evening, when the Vice-Admiral and his diviſion were in the Pertuis d'Antioche, the tide of flood being ſpent, the Magnanime made the ſignal to come to an anchor, which Sir Edward Hawke and the whole fleet did about eight o'clock. Early in the morning of the 22d, the Magnanime made the ſignal to weigh, which the Vice-Admiral's diviſion immediately obeyed; and Sir Edward Hawke with the reſt of the fleet followed. About eleven, it falling calm, the fleet was obliged once more to come to an anchor; but at three in the afternoon, a breeze ſpringing up, the whole weighed, and in the evening came into Baſque-road. On the 21ſt, Sir John Mordaunt gave out ſome farther orders relative to the behaviour of the troops, which did him great honour; as they were calculated to inſpire a true military ſpirit in all under his command, and were received with every token of joy and applauſe by the troops.

Thus, by unforeſeen and unavoidable accidents, the enemy having had no leſs than three days notice of the approach of this armament, it cannot be ſuppoſed that they were idle all that time. Sir Edward Hawke, however, determined not to loſe a moment, but proceed immediately to action. Early in the morning of the 23d, the Vice-Admiral and his diviſion moved towards the Iſle of Aix, accompanied by the two bomb-ketches. They proceeded in the following order: the Magnanime, Barfleur, Neptune, Torbay, and Royal William. There were two French ſhips of the line lying off the iſland, who, as ſoon as they ſaw our ſhips in motion, ſlipped their cables, and made for the mouth of the river Charante. Captain Howe led on with a calm ſteady bravery, that has rendered his name immortal. About twelve o'clock, the fort began to throw ſhells, and ſoon after to fire cannon. One of the former was ſo well aimed, as to burſt immediately over the Barfleur, but did no damage. At ten minutes paſt one, the Magnanime having got within forty yards of the fort, came to an anchor with a ſpring on her cable, and began a moſt inceſſant and well directed fire. A quarter of an hour afterwards, the Barfleur brought up, at a greater diſtance, and began to fire likewiſe. This cannonading continued for upwards of half an hour, when the fort ſurrendered. In it were found eight mortars of fourteen inches diameter, and thirty pieces of cannon, mounted en barbette; ſixteen of which were eighteen, the remainder fourteen pounders; and on the tower of the fort were two braſs twelve pounders of exquiſite workmanſhip; which Sir John Mordaunt, in token of the great idea he had of Captain Howe's gallant behaviour, preſented to him, to adorn the quarter deck of the Magnanime. The garriſon conſiſted of near ſix hundred men, being part of the regiment of Poitou, and ſome marines and ſailors ſent from Rochefort. The enemy had nine men killed, (eight of whom they had buried), and a great many wounded. Although the bomb-ketches had only thrown four ſhells, and that at near two miles diſtance, yet all of them had either fallen in the fort or in the ditch. A regiment was landed to take poſſeſſion of the fort and batteries; who, by their behaviour while here, did not do much credit to the nation or themſelves.

This firſt omen of ſucceſs, trifling as it was, gave great ſpirit to both the fleet and army; and there remains little doubt, that, had this blow been followed by the landing of the troops in the evening of the 23d, while the enemy were all in conſternation and diſmay, that we might have become maſters of Rochefort, with very little loſs, even with every diſadvantage under which this expedition laboured.

Sir Edward Hawke, on the evening of the 23d, diſpatched Rear-Admiral Broderick, with Captains Douglas, Denis and Buckle, to ſound the coaſt, and to endeavour, if poſſible, to find a place where the troops could diſembark. They continued on this ſervice all night, and next morning, made their report; by which it appeared, that the coaſt was extremely difficult of approach; and that ſhoals run ſo conſiderable a way off, that neither the frigates nor ſloops of war could come near enough to cover the diſembarkation of the troops: even the tranſports could not come nearer the ſhore than two miles diſtance.

While the ſea-officers were employed on this duty, the General ſent Colonel Wolfe, attended by ſome other officers, on a ſimilar ſervice. The Colonel landed in a ſmall bay ſurrounded by ſand-hills, near the town of Chatatillon; of which he reported to Sir John Mordaunt, that it was poſſible to land the troops there, but that a ſmall body of determined men might prevent them.

A Council of war was held on the 25th, early in the morning, on board the Neptune. It conſiſted of the four ſenior officers of each ſervice; and they, conſidering the above reports, and the many debarkations it required before the army could be landed, even if the wind and tide were in their favour, and no oppoſition from the enemy, agreed, that it was improper to proceed againſt Rochefort. Orders were therefore immediately given to demoliſh the fortifications on the Iſle of Aix; and miners ſet to work, under the direction of Admiral Knowles.

One of the greateſt diſadvantages this army had to encounter, was the ſmallneſs of the debarkations they were able to make at one time. The moſt that the boats (and theſe chiefly belonged to the tranſports) could contain, were eighteen hundred men; who, when landed, muſt maintain their ground until they could be reinforced by a ſecond debarkation, which would have required ſome hours, even ſuppoſing both wind and tide in their favour. Thus, the landing of all the troops would have taken up nearly a whole day; and before the light artillery, petards, ſcaling-ladders, and other implements requiſite for the ſucceſs of the enterprize could be brought on ſhore, perhaps ſix or eight hours more might have elapſed before the army could have been put in motion. The moment the debarkation was completed, the General ſhould have marched directly againſt Fort Fouras, which, being of no great ſtrength towards the land, it would have been proper to ſecure at all events, in order to have a fortified place to which the army could have retreated, when they had finiſhed their buſineſs at Rochefort. If the attack againſt Fort Fouras proved ſucceſsful, a corps ought to have been left in it, ſufficient, not only to defend it againſt the enemy, but to have augmented its works on the land ſide, and kept open a communication between the fort and the army. By this plan, perhaps two days would have been ſpent before the troops came before Rochefort. Even then, it would not have been too late to have carried the place by a coup-de-main, as, being unprepared to withſtand a briſk aſſault, it in all probability would have ſurrendered on the firſt ſummons.

But the enemy ſeeing no attempt made to land, began to recover from their panic, and take ſteps for their defence. Regular troops now appeared in conſiderable bodies along the ſhore; breaſtworks were thrown up at every place where a deſcent appeared practicable; and large gallies and launches were ſent from Rochefort, which would have effectually prevented a debarkation from taking place, where the boats were unprotected by the ſhips of war.

A ſecond Council of war being held on the 28th, they, notwithſtanding that the coaſt now appeared lined with troops, well knowing, that the fleet under his command was not in a condition for encountering ſuch an adverſary, he recalled his chaſing ſhips, and made for Breſt with all the ſail he could ſet; where he landed ſuch numbers of ſick, that the hoſpitals could not contain them, which obliged many of them to be ſent to churches and convents.

The two Admirals, finding that their prey had eſcaped them, returned to Spithead the 15th of December, leaving ſome ſhips to cruize to the weſtward, and to obſerve the enemy's motions.

## CAPTURES, &c. BY CRUIZING SHIPS.

In this line, none made a more conſpicuous figure than Captain John Lockhart, of his Majeſty's ſhip the Tartar, of twenty-eight guns and two hundred men. And that the reader may form a more diſtinct idea of his conſummate bravery, good conduct and ſucceſs, we have placed the captures he made this year in immediate ſucceſſion to each other.

Being on a cruize, in the month of January, he took the Prince de Soubize, from Martinico, laden with ſugar and coffee.

Soon after, he took the Mont-Ozier privateer of Rochelle, of twenty guns, nine pounders, and one hundred and eighty men. Captain Lockhart having compelled her to ſtrike, was giving orders to take poſſeſſion of her, when he perceived her bearing down on him. All hands were ordered to quarters: preſently after, the privateer boarded him: but the enemy had reaſon to repent of their attempt, it having coſt them thirty-ſix men killed, and as many wounded. The action was renewed; but the enemy, after loſing fifty-eight men, were forced to ſubmit.

Captain Lockhart being indiſpoſed, the Tartar, in the month of February, proceeded on a cruize, commanded by her firſt Lieutenant Mr Thomas Baillie, who fell in with, and took, after an obſtinate engagement of ſome hours, the Victoire privateer of Havre de Grace, of twenty-ſix guns, and two hundred and thirty men. This veſſel was purchaſed by Government, added to the Royal Navy, and called the Tartar's Prize. The command of her was conferred on Mr Baillie, as a reward for his valour.

Captain Lockhart being on a cruize in the month of March, fell in with the St Maria privateer of Havre de Grace, mounting twenty-four guns, and having on board two hundred and ſeventy-five men; which he took after a long fight.

As ſoon as his damages were repaired, he proceeded on another cruize; when, after an engagement of an hour and a quarter, he took the Duc D'Aiguillon privateer of St Malo, of ſix hundred tons, twenty-ſix guns, and two hundred and ſixty-five men. The enemy had fifty men killed and wounded: the Tartar had only four men killed, and one wounded.

While on a cruize, in the month of May, he took the Penelope privateer of Morlaix, of eighteen guns, and one hundred and ninety men. Before they would ſurrender, they had fourteen men killed.

In the month of October, he took the Comteſſe de Gramont privateer of Bayonne, of eighteen guns, and one hundred and fifty-five men. She was bought by Government, converted into a ſloop of war, and called the Gramont.

In the month of November, Captain Lockhart performed an action of ſuch merit, that had not his reputation been already eſtabliſhed, this alone would have been ſufficient to have done ſo. Being on a cruize, in company with ſome other ſhips, he gave chaſe to a large ſail, which he came up with after a purſuit of thirty hours. She proved to be the Melampe privateer of Bayonne, of ſeven hundred tons, thirty-ſix guns, and three hundred and twenty men. Such a viſible ſuperiority did not in the leaſt intimidate him. He began a very cloſe engagement, which laſted with great fury for three hours, when ſhe ſtruck; at which time, the ſhips who had been in company when the chaſe began, were only to be diſcerned from the maſt heads. In this action, the Tartar had only one man killed, and three blown up in the fore-top; her rigging and ſails much damaged, with many ſhot in the hull. The Melampe had twelve men killed, and twenty-ſix wounded. She was one hundred and ſixteen feet long upon her keel; her extreme breadth thirty-three feet; and being a very fine ſhip, and only two months old, ſhe was purchaſed by Government, and added by the ſame name to the Royal Navy.

Such repeated acts of bravery, made the enemy dread meeting with Captain Lockhart, more than with a ſhip of double the Tartar's force. The merchants of the city of London were ſo ſenſible of the many ſervices he had rendered them, that they preſented him with a beautiful piece of plate, of two hundred guineas value. On the cup is curiouſly chaſed and emboſſed, with the ſeven French privateers, his own ſhip, and his arms. The ſalver is twenty-ſix inches in diameter, with the following inſcription: "The gift of the two public "Companies, the Underwriters and Merchants of the City of "London, to Captain John Lockhart, Commander of the "Tartar, for his ſignal ſervice in ſupporting the trade, by di"ſtreſſing the French privateers in the year 1757."

The Merchants of the city of Briſtol, following ſo laudable an example, preſented him with a piece of gold plate, of one hundred guineas value. And the Corporation of Plymouth, with the freedom of that town in a ſilver box.

The Unicorn, of twenty-eight guns, commanded by Captain Rawlings, took the Invincible privateer, of St Malo, of twenty-four guns, and two hundred and eighty-ſix men, after an action of an hour and a half. Captain Rawlings was mortally wounded in the beginning of the action; but Lieutenant Clements continued it with great ſpirit, and obliged the enemy to ſtrike, who had between thirty and forty men killed. The Unicorn, beſides Captain Rawlings, had the boatſwain, armourer, and a marine killed, and five men wounded. By ſome priſoners found on board the prize it was diſcovered, that a privateer had cruized in conſort with the Invincible. As ſoon, therefore, as Lieutenant Clements ſaw his prize into Kinſale, he went in purſuit, and had the good fortune to take her. She proved to be the Comteſſe de Noailles, privateer of Bourdeaux, of eighteen guns, and a hundred and forty-three men. For ſuch important ſervices, Mr Clements was immedily made a Poſt-Captain.

The Eagle, Captain Palliſer, and the Medway, Captain Proby, took the Duc d'Aquitaine, commanded by M. d'Eſquilen, a French Eaſt India ſhip, armed for war, of fifteen hundred tons, having fifty guns, eighteen pounders, mounted on two decks, and four hundred and ſixty-three men, after an action of an hour, in which the enemy had fifty men killed, and a great many wounded; all her maſts ſhot away, and otherwiſe much damaged. The Eagle had ten men killed, and thirty-two wounded; the Medway ten wounded. The Duc d'Aquitaine was pierced for ſixty-four guns, although ſhe had only fifty mounted, and was purchaſed by Government, and added to the Royal Navy.

The Lancaſter, Captain Edgecumbe, and the Dunkirk, Captain Howe, took the Comte de Gramont privateer, of Bayonne, of thirty-ſix guns, and three hundred and ſeventy men; Le Nouveau Saxon, a privateer of Bourdeaux, of ſixteen guns, and one hundred and fifty men; a ſchooner with wine and brandy for Quebec; and retook his Majeſty's ſloop of war the Merlin.

The Dunkirk, Captain Howe, took, after a long chaſe, the Prince de Soubize, a privateer of fourteen guns, ten ſwivels, and one hundred men. When the Dunkirk came up with her her Captain had the temerity to fire a broadſide into the Dunkirk, and then ſtruck his colours. Captain Howe cauſed ſtrict inquiry to be made, if any body on board was hurt. It was lucky for the enemy, there was not; for, if a ſingle perſon on board had received the ſmalleſt injury, he was reſolved to have poured a broadſide into them for their inſolence.

The Huſſar, of twenty-eight guns, Captain Elliot, and the Dolphin, of twenty-four guns, Captain Marlow, on the 23d of November, chaſed a large French ſhip, which the Huſſar got alongſide of about eight in the evening; and the Dolphin coming up ſoon after, they both continued engaging the enemy (whom they diſmaſted) till near ten in the evening, when ſhe ſunk with her colours flying. The rigging of the Huſſar was ſo much damaged, ſhe could not get out a boat in time to ſave any of the people: the Dolphin ſent a boat, but could find none. She was thought to be a two-decked ſhip, with one tier of guns mounted[*].

The Unicorn, commanded by Captain Matthew Moore, gave chaſe to a French frigate, which he came up with, and engaged for five hours, when, after diſmaſting her, ſhe ſtruck. She proved to be the Hermione, of twenty-eight guns, (but pierced for thirty-two.) Both ſhips ſuffered much in the action, and had many men killed and wounded. The prize was one of M. de la Mothe's ſquadron from Louiſburg: ſhe was purchaſed by Government, and added to the Royal Navy, by the name of the Unicorn's Prize.

The Chicheſter, Captain Willet, took, after giving her two broadſides, the Bienacquis, a French frigate, of thirty-eight guns, and three hundred men, commanded by M. Macartney. The prize had three men killed, and eight wounded. She was purchaſed by Government, and called the Aurora. She was another of M. de la Mothe's ſquadron.

The Otter ſloop, Captain Thomas Harriſon, (ſon to the brave Admiral of that name,) in one cruize, retook the Tyger privateer of Biddeford; took the privateer that took the Tyger; took a war ſloop of twelve guns, and one hundred and thirty men, laden with proviſions, arms, and bale goods, on the French king's account, for the Miſſiſippi; the Jeune Mars, from Nantz for Martinico; and a ſhip for St Domingo, of four hundred tons. Captain Harriſon was ſoon after made a Poſt-Captain.

The Lyme, Captain Vernon, took the Entreprenant privateer of Havre de Grace, of ſixteen guns, and one hundred and thirty men.

The Southampton, of thirty-ſix guns, commanded by Captain Gilchriſt, being one of the expedition fleet, was ſent by Sir Edward Hawke, to look into the harbour of Breſt. On the 21ſt of September, he perceived a ſail in chaſe of him, on which he tacked, and ſtood after the chaſer, who immediately hauled up her courſes, and brought-to. Soon after, it proved light breezes and calms; ſo that Captain Gilchriſt could not get cloſe to her, till near two in the afternoon; at which time, having got within muſket-ſhot, the enemy began to fire; but the Southampton kept ſtanding on, till ſhe was within twenty yards of the enemy, when a very warm engagement began. The ſhips ſoon after fell on board of each other. The enemy endeavoured to board the Southampton, which was vigorouſly diſputed for a quarter of an hour; when, having loſt their firſt and ſecond Captains, moſt of their officers, and ſixty men killed and wounded, they ſtruck. She proved to be the Emeraude, a French frigate of twenty-eight guns, and two hundred and forty-five men. Captain Gilchriſt had his ſecond Lieutenant and nineteen men killed; and every officer (except himſelf) and twenty-eight men wounded. The prize was bought by Government, added to the Royal Navy, and named the Emerald. As Captain Gilchriſt was conducting his prize to England, he took the St Lewis privateer of Dunkirk, of ten guns, and ſixty-three men.

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[*] Suppoſed to be the Alcyon of fifty guns.

The Sheerneſs, Captain Thomas Graves, took the Portmahon privateer of St Malo, of fourteen guns, and eighty-four men.

The Dolphin, Captain Marlow, took the Marquis du Barrail privateer of Dunkirk, of twelve guns, and one hundred and fifty men, after an engagement of three quarters of an hour. The enemy had one killed, and two wounded; the Dolphin only one wounded. On board the privateer, were ranſomers for 757l. She was purchaſed by Government, and called the Dolphin's Prize.

The Flamborough, Captain Jekyl, took the General Lally privateer, of fourteen guns, four ſwivels, and a hundred and thirty men. She was bought by Government, and called the Flamborough's Prize.

The Iſis, Captain Wheeler, in one cruize, took three privateers, viz. the Precieux of St Malo, of twenty-ſix guns, and two hundred and forty men; Le Comte d'Herville, of

Bourdeaux, of ſixteen guns, and one hundred and ſixty men; and le Prince de Turenne, of ten guns, and eighty-four men. And on another cruize, he took the Eſcarboucle, a French ſloop of war, of ſixteen guns, and one hundred and ten men.

The Antelope, Captain Saumarez, took the Moras privateer of Bayonne, of twenty-two guns, twelve ſwivels, and two hundred and forty-five men. The Antelope not being able to open her lower ports, the privateer fought her for an hour and a half; by which the Moras had thirty-two men killed, and twenty wounded, and her mizen-maſt ſhot away.

The Somerſet, Devonſhire, and Rocheſter, took the Victoire privateer, of Bayonne, of twenty-ſix nine pounders, and three hundred and twenty men.

The Badger ſloop of war, of twelve guns, commanded by Captain Thomas Taylor, took a privateer, belonging to Havre de Grace, of eight guns, and ſeventy-two men, which he ſent into the Downs, and ſoon after fell in with the Eſcorte privateer of St Maloes, of eighteen eight-pounders, and one hundred and fifty-ſeven men, which notwithſtanding the diſparity of force, Captain Taylor inſtantly engaged, and, after a cloſe action of an hour and a half, the enemy were obliged to ſtrike. There were no marines on board the Badger. Captain Taylor gave the command of the men, ſtationed at the ſmall arms, to Mr Andrew Rutherfurd his purſer, who behaved with the greateſt bravery, and had a ſhot through one of the corners of his hat. The Lords of the Admiralty were ſo exceedingly well pleaſed with Captain Taylor's conduct, that he was promoted to the rank of Poſt-Captain, and Mr Rutherford was appointed purſer of the Coventry frigate. The Eſcorte was purchaſed by Government, and made a ſloop of war by the ſame name.

The Happy ſloop of war, of eight three-pounders, eight ſwivels, and eighty-men, commanded by Captain Burnet, on his return from the iſland of Jerſey, was attacked by the Infernal privateer of Havre de Grace, of ſix ſix-pounders, eight four-pounders, ſix ſwivels, and ſeventy-three men. Captain Burnet ſeeing the enemy's ſuperiority of ſize and weight of metal, moſt gallantly boarded them; and having luckily about twenty of Bocland's regiment on board, they were of great uſe to him; ſoon cleared the deck of the privateer, and forced her crew to ſtrike. For this piece of bravery, Captain Burnet was ſoon after promoted to the rank of Poſt-Captain.

The Loweſtoffe, Captain Haldane, took the Sauterelle privateer of Breſt, of fourteen guns, and one hundred and thirty-five men; the Cigal privateer of Breſt, of ſixteen guns, and fifty men; and a ſhip of four hundred tons from St Domingo.

The Harwich, Captain Rowley, and the Loweſtoffe, took the Ruby privateer of St Malo, of twenty-two guns, and one hundred and twenty men. The former likewiſe took the Borina, of fourteen guns, and ſixty men, from Rochelle for Canada.

The Trident, Loweſtoffe, and the Hind, took the Ardencout, privateer of fourteen guns, ſix ſwivels, and eighty-ſix men; the Difficile, privateer of eight guns, and forty-eight men; and the Prince, with naval ſtores for America.

The Grampus ſloop, of fourteen guns, Captain Allen, took the Duc d'Aumont, privateer of Dunkirk, of ſixteen guns, ſix ſwivels, and one hundred men; after an engagement of an hour and a half, in which the enemy had four men killed, and ten wounded. The Grampus had only four men wounded.

The Weaſel ſloop, Captain Gaſcoigne, took a privateer of ſixteen guns.

The Squirrel, Captain Hyde Parker, took L'Amerique, of ſix hundred tons, from St Domingo, with a cargo valued at 30,000l.

The Eſſex, Captain John Campbell, took the Comte de St Florentine privateer, of St Malo, of eighteen guns, and one hundred and ten men.

The Litchfield, Captain Barton, and the Centaur, Captain Brown, took the Invincible, privateer of ſixteen guns, and one hundred men.

The Dealcaſtle, Captain Edward Hughes, and the Peregrine ſloop, Captain Trelawney, took a ſhip from Martinico, valued at 6000l.

The Harwich, Captain Rowley, and the Biddeford, Captain Digby, took the Deſire from St Domingo.

The Alcide, Captain Douglas, the Dolphin, Captain Marlow, and the Biddeford, Captain Digby, took the Prince de Soubize, privateer of Bourdeaux, of twenty guns; and two ſhips richly laden from St Domingo.

The York, Captain Pigot, took the Mars, privateer of Bayonne, of ſixteen guns, and one hundred and eighty men; the Dromadere, and the Deux Amis, from St Domingo; Le Nomme de Dieu, from Rochelle, for the Miſſiſippi, with wine, brandy, flour, and ſoap, having on board twenty-two ſailors, and ſixty ſoldiers; the Henry, from St Malo, laden with proviſions for Cape Breton; and the Rubis, of twenty-two guns, bound for Canada, having on board fifty-four ſailors, and two hundred and twenty-ſeven ſoldiers.

The Somerſet, and Rocheſter, commanded by Captains Geary and Duff, took the Renommée, of three hundred and fifty tons, laden with pork, flour, and muſquets; and the Superbe, of ſeven hundred and fifty tons, laden with proviſions, bale goods, and ſeveral caſes of ſmall arms. Both theſe veſſels were bound for North America, and had on board one hundred and forty-nine ſailors and paſſengers; two hundred and forty-two officers and ſoldiers of the regiment of Royal Volontiers Etrangers; two hundred and forty barrels of gun-powder, and five hundred and twenty muſkets and bayonets, &c.

The Seahorſe took a rich ſhip from St Domingo; as did the Winchelſea: and the St Albans took the Prince de Conti from the ſame place.

The America, Coventry, and Brilliant, commanded by Captains Byron, Scroop, and Parker, being on a cruize, on the 9th of December, retook an Engliſh veſſel. On the 14th, they took a French veſſel from Gaſpé-bay. On the 19th, they gave chaſe to a French ſnow, who, in firing her ſtern-chaſe, by ſome accident took fire in the powder room, which blew up all the after part of her. She burnt with great violence for half an hour, and then ſunk. Out of ſeventy men, no more than twenty-four could be ſaved; and many of theſe were miſerably burnt. She was a fine veſſel of two hundred tons burden, and was laden with the fineſt furs from Quebec. On the 24th, in the morning, they gave chaſe to a French privateer; but falling little wind, it was evening before the Coventry got up with her, when ſhe engaged her very cloſely for an hour and a half, before ſhe ſtruck. She proved to be the Dragon of Bayonne, of twenty-four nine pounders, and two hundred and eighty-four men; quite a new ſhip on her firſt cruize. She had four men killed, and twelve wounded*. The Coventry had only ſix men wounded, among whom was the Captain. While the priſoners were removing on the 25th, a ſail was perceived; on which Captain Byron made the Brilliant's ſignal to chaſe, who ſoon came up with her: ſhe then fired into the Brilliant, and wounded one man; Captain Parker returned the fire and ſunk her. She was called the Intrepide, was a privateer belonging to Bayonne, of fourteen guns, and one hundred and thirty men; eight or ten of whom were killed; the reſt were ſaved by the Brilliant's boats.

The Antelope, Captain Alexander Hood, being on a cruize on the coaſt of France, fell in with the Aquilon, a French ſhip of war, of fifty guns, and four hundred and fifty men. The enemy, after exchanging a few broadſides, fled. Captain Hood immediately purſued, and drove her aſhore on the rocks in the Audierne-bay, where ſhe was totally loſt. The enemy had thirty men killed in the action, and twenty-five wounded. The Antelope had three men killed, and thirteen wounded. A young gentleman, a midſhipman, of the name of Murray, had the misfortune to have both his legs ſhot away. He was carried down to the ſurgeon; while dreſſing, he heard the crew give three cheers; and imagining that the enemy had ſtruck, he waved his hand round his head, and expired.

The Southampton, Captain Gilchriſt, on his way from Portſ-

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* She was *purchaſed into the ſervice*, and named the Eurus.

Portſmouth to Plymouth, having money on board for the dock-yard; on the 25th of July about eleven at night, fell in, off the high land of St Albans, with five French privateers, two of which appeared to be of equal force with the Southampton. Captain Gilchriſt engaged one of them for an hour and a half. The enemy attempted to board him ſeveral times, but they were beat off; and the French ſhip received ſo much damage, that ſhe made ſignals for the other veſſel to bear down to her aſſiſtance, which ſhe immediately did; ſo that the Southampton was for ſome time between two fires, one upon the bow, the other on the quarter, and continued thus engaged for upwards of an hour. But Captain Gilchriſt having luckily got his whole broadſide to bear on the firſt ſhip, and breaching his aftermoſt guns forward, and his foremoſt guns aft, he gave her a whole broadſide, which ſilenced her entirely. The other ſhip coming up, began a ſmart engagement for a quarter of an hour, and then dropt aſtern. By this time, the Southampton was left a mere wreck upon the water, and in no condition to follow the enemy: ſhe had received ſome very dangerous ſhots between wind and water; her rigging ſhot to pieces; had ten men killed outright; fourteen mortally, and many ſlightly wounded. In this crippled condition Captain Gilchriſt put into Weymouth next day.

The Prince Edward, of forty guns, commanded by Captain William Forteſcue, being on a cruize off the iſlands of Scilly, fell in with a French frigate of thirty-ſix guns, which he engaged; but, night coming on, they ſeparated. Next morning, Captain Forteſcue renewed the action, which continued till eleven o'clock in the forenoon, when the enemy ſheered off. The Prince Edward had the misfortune to have her main and mizen-maſts ſhot away the firſt broadſide; and could never bring more than five guns to bear on the enemy, while the ſea ran ſo high, that the lower ports of the Prince Edward could not be opened. She had ten men killed, and forty wounded.

The Seahorſe, Captain Taylor, having under his command the Raven and Bonetta ſloops, commanded by Captains Bover and Clarke, lying off Oſtend, fell in with two French frigates of thirty-ſix or forty guns each. Captain Taylor engaged them from half an hour after twelve, till four in the evening; and obliged them to ſheer off. The Seahorſe's maſts, yards, and rigging, were ſo much ſhattered, that ſhe could not purſue them; and the Bonetta could not lay alongſide of them, having received a ſhot in her bow which drove in a plank. The Seahorſe had eight men killed, and ſeventeen wounded, eight of them mortally. One of the French ſhips was diſabled, and the Seahorſe carried away her foremaſt; Captains Taylor and Bover were wounded.

The Hazard ſloop of war, Captain Hanbury, took a privateer of eight guns, many ſwivels, and forty-five men. Being a fine ſailer, ſhe was purchaſed by Government, made a war-ſloop, and called the Hazard's Prize.

The James and Thomas tender, commanded by Lieutenant John Peighin, was attacked by a large ſnow privateer; which Mr Peighin endeavoured all in his power to board, but the enemy always prevented him. Conſcious of their ſuperiority of guns, they kept engaging him for an hour and a half; notwithſtanding which, he plied the few guns he had, ſo well, as to oblige the enemy to ſheer off: he had four men killed, and ſeven wounded.

The Grampus ſloop, commanded by Captain Thomas Knackſtone, took the Procureur, privateer of Calais, of ten guns, ſix ſwivels, and thirty-ſix men.

## CAPTURES BY PRIVATEERS AND LETTERS OF MARQUE.

The Defiance, privateer of London, took the Jupiter, of four hundred tons, ten guns, and ſeventy-five men, from the coaſt of Guinea and St Domingo, valued at 30,000l.; La Reine des Anges, of eighteen guns, and fifty men, Le St Philip, of ſixteen guns and fifty men, both from St Domingo, valued at two millions of livres; La Mariamne from St Domingo; the Bohemien, privateer of eighteen guns, nine pounders, and two Engliſh veſſels which the Bohemien had taken; and a privateer called the Provoſt de Paris, of twenty-four guns, nine pounders, twenty-ſix ſwivels, and three hundred and twenty-five men, after an engagement of ſix hours; the Defiance had ten men killed and twenty-two wounded; the enemy had ſeventy men killed and wounded.

The Charming Nancy privateer, of Jerſey, took, in one cruize, a privateer of ſixteen guns, fourteen ſwivels and fifty men; the Marquis de Salha, a privateer of Bayonne, of ſixteen guns, and one hundred and twenty-three men; a ſloop loaded with wheat and peaſe; a brig from Bourdeaux to Nantz, with wine and flour, ſix guns, twelve pounders, and two large anchors; a ſmall veſſel with wine, hams, pitch, oars, &c.; ranſomed a brig for 150l.;—retook two Engliſh veſſels; and drove aſhore three ſhips from St Domingo, in one of which, they found ſixty hogſheads of Indigo.

The Tyger privateer took, in company of the King of Pruſſia privateer of London, the Bienacquis of three hundred tons, ten guns, thirty ſoldiers, beſides ſeamen, for the Miſſiſippi; having on board one thouſand three hundred and forty-ſix caſks of flour, ſixty barrels of gun-powder, and ſix pieces of cannon, viz. three twenty-four pounders, and three eighteen pounders, ſixty bomb-ſhells, ammunition, ſoldiers clothing, &c.

The St George, privateer of London, took a Dutch ſhip with ſhot for Bourdeaux; the Unicorn, privateer of St Malo, of twelve guns, and one hundred men; and the Marquis d' Aumont privateer of Bourdeaux, of ſixteen guns and one hundred and ſixty men.

The Boſcawen, St George, Black Prince, and Shark privateers of London, and Iſaac privateer of Liverpool, took the Prince de Conti, a French Eaſt India ſhip, from France to Pondicherry, mounting twenty-four guns, twelve pounders, and one hundred and ninety three men, valued at 150,000l. The ſhip and her materials ſold for 5025l.

The Britannia privateer, of Briſtol, of thirty-two guns, nine and ſix pounders, and two hundred and twenty men, commanded by Captain Fowler, was attacked by the Granville privateer, of Granville, of thirty-ſix guns, nine and twelve pounders, and two hundred and ſeventy-eight men. The action laſted four hours, when the enemy ſheered off; and blowing up ſoon after, all on board periſhed, except four, who were taken up by the Britannia's boats.

The Conſtantine privateer, of Briſtol, took Le St Jean le Baptiſte, a French Eaſt India ſhip, of one thouſand tons, and pierced for fifty, but had only thirty-ſix guns mounted when taken. She was bound to Nantz, from Vigo in Spain, where ſhe had unloaded her cargo.

The Victory privateer of London, took the Oriflamme privateer, of twenty guns, and one hundred and twenty-five men.

The Phœnix privateer of Jerſey, took a new French ſloop of war going from Dunkirk to Breſt. She had ports for ſixteen guns, but when taken had only four mounted; and a crew of forty-ſix men only.

The enemy had conſiderable ſucceſs againſt our trade, particularly by taking the greateſt part of our Carolina ſhips, which diſtreſſed the merchants very much in the article of indigo: they likewiſe made ſome valuable prizes on the coaſt of Guinea. The only ſhips of war taken by the enemy this year, were, the Greenwich, already mentioned; and the Merlin ſloop of war, taken by the Machault privateer of thirty-ſix guns; but which Captain Edgecumbe afterwards retook.

The Victory privateer of London, of forty guns, was taken by the St Michael, a French man of war of ſixty guns.

The Dorſet privateer, of twenty-eight guns, fell in with the Melampe privateer; and, after an engagement of three hours, was obliged to ſtrike. The Dorſet was twice boarded, had her main and fore-maſts ſhot away, and between ſeventy and eighty men killed and wounded. She had received ſo many ſhot between wind and water, that the enemy, fearing ſhe would ſink, after taking out the men, turned her adrift.

Theſe were the moſt conſiderable captures made by the enemy. They had an inconceivable number of privateers at ſea, who were very alert, and picked up, in the courſe of this year, five hundred and ſeventy-one Britiſh ſhips, great and ſmall; by far the greateſt part of which were of very inconſiderable value. And, although the number of prizes taken from the enemy, amounted to no more than three hundred and ſixty-four, yet, the balance was greatly in our favour; for, among theſe, could be reckoned one hundred and fifteen, which were either privateers of force, or armed merchant ſhips, carrying a great number of guns, and manned with upwards of ten thouſand ſeamen, and whoſe cargoes ſold for an immenſe ſum[*]. Theſe ſucceſſes contributed to weaken and impoveriſh the

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[*] The following is an authentic liſt of the cargoes of French Weſt India prize ſhips, ſold at public ſale in London, Briſtol, Liverpool, &c. from the 19th of September, 1756, to the 1ſt of September, 1757, including thoſe taken before the declaration of war.

| | |
|---|---|
| 28,324 | hhds ſugar. |
| 900 | tierces ditto, |
| 1097 | barrels ditto. |
| 2987 | pipes and hhds of coffee. |
| 4660 | tierces ditto. |
| 7997 | barrels ditto. |
| 6851 | bags ditto. |
| 3264 | bags and pockets of cotton. |
| 1669 | caſks of indigo. |
| 11,188 | hides whole and half. |
| 82 | caſks of cocoa. |
| 198 | bags ditto. |
| 800 | bags of ginger. |
| 11 | caſks of tortoiſe-ſhell. |
| 356 | elephants teeth. |
| 253 | caſks of gum ſenega. |
| 75 | tons of ſundry wood. |
| 38 | hhds of caſſia fiſtula. |
| 173 | bags ditto. |
| 35,560 | lb. ditto. |
| 122 | caſks of arnatto. |
| 14 | ſerivellos. |
| 4 | caſks of dragon's blood. |
| 24 | tons of lignum vitæ, |
| 545 | rolls of tobacco. |

And ſundry other different ſorts of goods.

The cargoes of the prizes taken in the Weſt Indies, and brought home in Britiſh ſhips, are not in the above liſt.

the enemy, and to haſten the ruin of their trade; while, on the contrary, it tended to raiſe the ſpirits of the Britiſh merchants, by compenſating them for the loſs of the Carolina fleet, and the prizes made on the coaſt of Guinea by the enemy. The fleets from the Baltic, the Streights, and from the Weſt Indies, arrived without any loſs.

## 1758.

As the Miniſtry were now firmly ſettled, and faction at an end, the ſupplies were eaſily and readily granted. Plans of operations were early concerted, and proper officers appointed to carry them into execution. The confidence the people had in Mr Pitt's abilities and intentions, made them bear with pleaſure the heavy taxes which the proſecution of the war had rendered neceſſary. As its operations grew more extenſive, new reſources ſeemed to unfold themſelves. The ſucceſs of our arms, in the courſe of this year, rouſed the ſpirit of the nation, and riveted the Miniſter in the people's affections. The checks which ſome of the Miniſter's ſchemes met with, did not diſpirit the people; on the contrary, they ſerved as incitements to make Adminiſtration redouble its efforts, to wipe off the ſtain of former diſgraces.

On the 5th of February, his Majeſty ordered the following promotion of flag-officers to take place:

| | |
|---|---|
| Charles Knowles, Eſq; | Admirals of the Blue. |
| Hon. John Forbes, Eſq; | |
| Hon. Edward Boſcawen, Eſq; | |
| George Pocock, Eſq; | Vice-Admiral of the Red. |
| Hon. George Townſhend, Eſq; | Vice-Admirals of the White. |
| Francis Holburne, Eſq; | |
| Henry Harriſon, Eſq; | Vice-Admirals of the Blue. |
| Thomas Cotes, Eſq; | |
| Lord Harry Powlett, | Rear-Admiral of the Red. |
| Sir Charles Hardy, Knight, | Rear-Admiral of the White. |

In the month of Auguſt, his Majeſty was pleaſed to order the following Captains to be appointed Rear-Admirals of the Blue:

Thomas Pye,
Charles Stevens,
Philip Durell, and
Charles Holmes, Eſquires.

The Earl of Loudoun was recalled from North America, and the command conferred on Major-General Abercrombie. The plan of operations there was to commence with the ſiege of Louiſburg. Admiral Boſcawen was appointed to command the fleet on this ſervice, having under him Rear-Admiral Sir Charles Hardy, and Commodore Durell. Early in the month of January, the Rear-Admiral ſailed from England in the Captain, of ſixty-four guns, for Halifax in Nova Scotia, to take upon him the command of the ſhips which had wintered there; with orders to repair off Louiſburg as ſoon as the ſeaſon would permit, to intercept any ſupplies which the enemy might endeavour to throw into the place.

Early in February, Commodore Durell ſailed alſo for Halifax in the Diana frigate, to haſten the armament as much as poſſible, againſt Admiral Boſcawen's arrival. Some regiments of foot being embarked, and the neceſſary ſtores on board, the Admiral ſailed from Portſmouth on the 19th of February with his fleet. Sir Edward Hawke was ſent out early in the ſpring, with a ſtrong ſquadron, to block up the French ports, and to hinder any ſupplies from being ſent to their colonies: a ſervice he effectually performed. And Commodore Holmes, with a ſmall ſquadron, obliged the French and their allies to abandon Emden.

The Miniſter, convinced that the enemy's coaſts could be invaded with ſucceſs, reſolved, as there was a large body of regular troops in England, that they ſhould not remain idle. A ſtrong body of them was therefore aſſembled, early in the ſummer, in the Iſle of Wight. The apprehenſions of an invaſion, it was imagined, would oblige the enemy either to recal ſome of their troops from Germany, or at leaſt prevent them from ſending reinforcements thither, of which they ſtood very much in need. The Britiſh Miniſter, therefore, entertained hopes, that, by means of armaments of this kind, the operations of the King of Pruſſia, and of Prince Ferdinand of Brunſwick, would be powerfully ſeconded; at the ſame time, that it would diſtreſs the enemy at home, and render them tired of the war. The troops on this ſervice, were to be commanded by the Duke of Marlborough, and to be eſcorted by a ſquadron of ſmall ſhips of war, commanded by the Honourable Captain Howe. While a ſtrong ſquadron of large ſhips, under the command of Lord Anſon, proceeded off Breſt, to block up all the French ports on that ſide, and to prevent the enemy from ſending a fleet to oppoſe Commodore Howe's operations. Reinforcements were alſo ſent to India, under the command of Captain Tiddeman.

That the enemy might feel the ſuperiority of the Britiſh navy in all quarters of the world; a ſmall ſquadron was detached under the command of Captain Marſh, to reduce their ſettlements on the coaſt of Africa, and to protect the Britiſh trade and forts there, from ravages ſimilar to thoſe which the enemy, unmoleſted, had committed laſt year on that coaſt.

No ſooner did the campaign on the coaſt of France end, than a body of thoſe troops which, had been in England all ſummer, were embarked, and, under the eſcort of a ſtrong ſquadron, ſent to attack the French ſettlements among the Caribbee Iſlands. This command was entruſted to Major-General Hopſon, and the naval department to Commodore Moore, who continued to command his Majeſty's fleet on that ſtation. Vice-Admiral Cotes commanded the ſquadron at Jamaica: Admiral Oſborn commanded the fleet in the Mediterranean, until he was relieved by Rear-Admiral Broderick: Vice-Admiral Harriſon commanded at Plymouth: Rear-Admiral Holmes, at Portſmouth: and Admiral Smith, in the Downs.

The Parliament was extremely liberal in its grants. Sixty thouſand ſeamen were voted for the current year; and the ſum total of the ſupplies, during this Seſſion, amounted to 13,480,557l. (See Note 115.) The bill for eſtabliſhing a National Militia was properly regulated, and that uſeful and conſtiſtitutional body of men ordered to be raiſed for the defence of the kingdom. The Honourable George Grenville (one of the ableſt and beſt Miniſters that ever Britain ſaw) renewed his deſign this Seſſion, and once more brought in a bill, for the encouragement of ſeamen in the Royal Navy, by which a regular method was eſtabliſhed for the punctual and frequent payment of their wages; beſides being thereby enabled more eaſily and readily to remit money for the ſupport of their wives and families. This excellent bill eaſily paſſed the Commons; but the Lords were not ſo clear about its uſefulneſs. On the ſecond reading of the bill, they had, by deſire, ſeveral Members of the Houſe of Commons examined as witneſſes, to whom many queſtions were put concerning the inconveniencies that had attended the paying of the ſeamens wages, as well as reſpecting the remedies propoſed by this new act. Their Lordſhips then agreed to it; and it ſoon after received the Royal aſſent. Few acts have been attended with more beneficial conſequences; it being thereby appointed, that for the whole, or ſuch part of their pay as the men do not chooſe to take in caſh, they are to receive a ticket from the Commiſſioner for the ſum due; which ticket is made payable on demand by any Collector of his Majeſty's cuſtoms or exciſe, to whom it may happen to be preſented in any part of Great Britain *.

The Britiſh cruizing ſhips were ſo very judiciouſly diſpoſed, that many of the enemy's richeſt merchant ſhips, and the ſtrongeſt privateers, fell into their hands: and the Britiſh commerce was remarkably well protected by convoys.

## EAST INDIES.—*Coromandel Coaſt.*

NOTWITHSTANDING that the French power was effectually cruſhed in Bengal, yet, on the coaſt of Coromandel, they had ſuch an evident ſuperiority of ſtrength, particularly of land troops forces, that it was no longer judged prudent for the Britiſh troops to keep the field. They were therefore ordered into garriſons. Fortunately, the enemy did not avail themſelves of the opportunity which their great ſuperiority gave them. Probably they had orders to wait for the arrival of their fleet, on board of which were very conſiderable reinforcements; which being conducted by an officer of ability and experience, they perhaps hoped, on being joined by him, to be able to puſh on their operations with the greater effect.

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* Some few amendments to this act, which we ſhall point out in its proper place, would render it one of the moſt beneficial laws that ever was paſſed for the ſea ſervice.

Admiral Pocock was joined by Commodore Stevens, with the ſhips and reinforcements from England, in Madras road, on the 24th of March. And having put the ſquadron in the beſt condition poſſible, he ſailed, on the 17th of April, in order to get to the windward of Fort St David, to intercept the French ſquadron, which he had reaſon to expect would be ſoon on the coaſt.

The Comte D'Aché, on the 17th of December, arrived at the Mauritius; where having joined the India ſquadron under M. Bouvet, he left that place on the 27th of January 1758, and went to the iſle of Bourbon, in order to get proviſions and other neceſſaries for his fleet, from whence he ſailed the 4th of February for the coaſt of Coromandel; when, the monſoons being ſet in againſt him, he took what is called the long courſe, and did not make the iſland of Ceylon till the 23d of April, nor Carical till the 26th. On the 28th, he anchored in the road of Fort St David's.

This ſquadron, conſiſting of eleven veſſels, in a manner ſurrounded his Majeſty's frigates Bridgewater and Triton, commanded by Captains Henry Smith and Townley, who, perceiving no poſſibility of eſcaping, run their ſhips aſhore, rather than let them fall into the enemy's hands; and, ſetting them on fire, retired with the crews to the fort. (See Note 117.)

M. D'Aché immediately detached a ſhip of the line and a frigate, having Comte de Lally and his officers on board, for Pondicherry, whither he was obliged to go to open his commiſſion.

Next morning, at nine o'clock, Admiral Pocock, who to make ſure of falling in with the enemy's fleet, had in ten days worked up as high to windward as the head of the iſland of Ceylon, then ſtood in again for the coaſt of Coromandel, which he made on the 28th of April, and ſaw Nepapatam; and, coaſting along ſhore, got ſight of the French ſquadron, which at this time conſiſted of one ſhip of ſeventy-four, one of ſixty, one of fifty-eight, one of fifty-four, two of fifty, two of forty-four, and one of thirty-ſix guns. The Britiſh ſquadron conſiſted of two of ſixty-four, two of ſixty, one of fifty-ſix, and two of fifty guns, and the Queenborough frigate. (See Note 118.)

Admiral Pocock made the ſignal for a general chaſe; on which the French fleet weighed anchor, and ſtood out to ſea E. by N. with the wind at S. E. At half paſt twelve, Admiral Pocock had got within a league of the enemy, who were then waiting for him in a line of battle ahead. He then hauled down the ſignal for chace, brought-to on the ſtarboard tack, and made the ſignal for a line of battle ahead, at half a cable's length diſtance*; when he ordered the Captain of the Queenborough to ſend all his marines on board of the Cumberland, and twenty men on board of the Tyger: theſe two ſhips ſailing very badly, and being at this time far aſtern, it was a quarter paſt two before they got into their ſtations; at which time, Admiral Pocock bore down on the Zodiaque, M. D'Aché's ſhip, in the centre of the French line.

When the Admiral made the ſignal for a line of battle ahead at half a cable's length diſtance, the Captains of the Newcaſtle and Weymouth miſtook the ſignal, and did not cloſe up to the ſhips ahead of them; and when the Admiral made the ſignal for a cloſer engagement, all the other ſhips obeyed, except the Newcaſtle and Weymouth. The enemy fired as the Britiſh ſhips approached. The Cumberland worked very ill, and was long in getting into her ſtation in the line; ſo that the Vice-Admiral's, and three ſhips ahead of him, had the whole fire of the enemy to ſuſtain. Admiral Pocock did not return a ſingle ſhot till his ſhip hauled up oppoſite to the Zodiaque; when, at fifty-five minutes paſt three, he made the ſignal to engage; the Tyger, who led the van, attacking the Bien-Aimé, who led the French van at the ſame time. The three ſternmoſt ſhips in the Britiſh line kept at a great diſtance, and did not properly ſupport the Admiral, who behaved with the greateſt courage, as did Commodore Stevens, and the Captains ahead of the Admiral.

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* One hundred yards.

It fortunately happened, that the enemy had a daſtardly Captain likewiſe, M. D'Apret of the Duc de Bourgogne, who from the beginning of the action fled behind the French line, acroſs which he fired at the Britiſh ſhips. The Sylphide, being only in the line for ſhew, was driven out of it at the firſt broadſide. The Condé having her rudder diſabled, was alſo forced to quit the line. The action in the van and centre on both ſides continued with great fury. The Captain of the Cumberland exerted himſelf to get into action; in the doing of which he ran up ſo cloſe to the Yarmouth, that ſhe had no room to wear and get into her ſtation, and at length was obliged to back her topſails to obtain it by falling aſtern, which ſucceeded, but not until ſhe had dropped a little lower than the St Louis, the ſhip that fell to her lot to engage, and at a conſiderable diſtance from the Admiral, whoſe ſecond aſtern was her place in the line. During this manœuvre, the Newcaſtle and Weymouth, in order to preſerve their proper diſtances, backed likewiſe, and both fell lower than the Moras, then the rearmoſt ſhip of the enemy's line. But after the Cumberland had ſet her topſails, and gained her proper ſtation, the Newcaſtle ſtill kept back, notwithſtanding the Admiral had made the ſignal for the three rearmoſt ſhips to cloſe the line; on which the Weymouth hailed her ſo to do; which not being attended to, ſhe hauled her wind, and paſſing to the windward of the Newcaſtle, came properly into the line, and attacked the Moras, and in ten minutes forced her to bear away. During this, the Cumberland warmly engaged the St Louis, and took off the greateſt part of the fire which ſhe was pouring on the Yarmouth's quarter. At this time, a great exploſion of powder happened on board the Zodiaque, and likewiſe on board the Bien-Aimé, which occaſioned ſome confuſion in theſe ſhips for a little while. M. D'Aché then made the ſignal for ſuch of his ſhips as had withdrawn from the action, to return to it: but to this they paid no regard. The Tyger having loſt her fore-topſail-yard, could not preſerve her ſtation, which gave her oppoſite in the French line a conſiderable advantage over her; but the Saliſbury and Elizabeth afforded her all the aſſiſtance in their power.

Notwithſtanding that the ſhip of the line and the frigate which M. D'Aché had detached to Pondicherry with M. Lally, were now within a league of him, and making to his aſſiſtance, yet he found himſelf in danger of being overpowered, by the inceſſant fire from the Britiſh van and centre, whoſe rear becoming more cloſe, afforded aid to their centre. M. D'Aché finding it impoſſible to recal his ſhips into action, he made the ſignal, and bore down to them, intending to join the Comte de Provence from Pondicherry, and his other ſhips, which he did about ſix o'clock: at which time, finding his ſhips had ſuffered greatly in the combat, he hauled his wind, and made off towards Pondicherry with the larboard tacks on board.

On this, Admiral Pocock hauled down the ſignal to engage, and made the ſignal to chace; but ſuch of his ſhips, whoſe Captains had done their duty, were ſo completely diſabled in their rigging, that it was impoſſible to overtake the enemy, whoſe ſhips having ſuffered leſs in their rigging, ſailed faſter. Conſidering the ſtate the ſquadron was in, and more eſpecially that night approached, the Admiral judged it proper to haul cloſe upon a wind, and ſtand to the ſouthward, with the view, if poſſible, of keeping to the windward of the enemy, and of being able to engage them next morning, if he ſhould be ſo fortunate as to prevent their weathering him in the night. For this purpoſe, he ordered the Queenborough ahead to obſerve their motions, and continued endeavouring to work up after them till ſix in the morning of the firſt of May; when, finding that he loſt ground conſiderably, he came to anchor about three miles to the ſouthward of Sadras.

This action was fought about ſeven leagues weſt by north of Alamparva. The Britiſh loſt in this battle twenty-nine men killed, and eighty-nine wounded. The French, who had ſuffered leſs in their rigging than the Britiſh, anchored about ten o'clock the night of the action off Alamparva. The Bien-Aimé, who had ſuffered much in the fight, and among other damages had the ſlings of her ſheet anchor ſhot away; which dropping, run out the cable, this was immediately cut; another ſhot had, unperceived, grazed the upper coil of the cable of the beſt bower, with which the ſhip came to an anchor in Alamparva road, but on the firſt ſtrain it parted; a ſmall anchor was immediately dropped, but it would not hold; there was another ready, and, before the ſails could be ſet, the ſhip drove into the ſurf, and ſtranded without a poſſibility of recovery; but all her crew were ſaved, and afterwards moſt of her cannon and ſtores.

The enemy's loſs of men in the action was great, having one hundred and ſixty-two killed, and three hundred and ſixty wounded. This diſparity of loſs can only be accounted for, by the enemy directing their fire chiefly at the rigging of their opponents, while they aimed at the hulls of their ſhips. The French had a great many land-forces on board, who no doubt ſuſtained a conſiderable diminution of numbers. On board of M. D'Aché's four officers were killed, and ſeven wounded; forty men were killed, thirty-five died of their wounds, and one hundred and fifty were wounded. The ſhip had ſeventeen ſhot between wind and water. The reſt of the French ſhips ſuffered in proportion.

M. D'Aché proceeded to Pondicherry with his ſquadron, where he landed twelve hundred ſick, and diſmiſſed M. D'Apret from the command of the Duc de Bourgogne, which he conferred on M. Bouvet.

The French Admiral, in his diſpatches to his Court, ſpoke of the valour and conduct of Admiral Pocock in the higheſt terms of praiſe. Had the Admiral been as well ſeconded in this action by the Captains who commanded the ſhips which compoſed the rear of his fleet, as he was by Commodore Stevens, and the Captains who commanded the ſhips which compoſed the van, there is every reaſon to think that the French fleet would have been completely defeated in this action, and ſome of their ſhips taken.

The French had now an army of three thouſand five hundred Europeans, and near as many Sepoys. M. de Lally, ſenſible how much they had loſt by their inactivity hitherto, reſolved to purſue a contrary conduct; and, with this view, the very day he arrived at Pondicherry, he cauſed a conſiderable part of his army, headed by the Comte D'Eſtaing, to be put in motion.

On the 29th of April, his van-guard entered the bounds of Fort St David, where they plundered the villages, and diſperſed ſome of the black troops in the pay of the Britiſh Eaſt India Company, which cauſed a great deſertion among them. The enemy ſummoned Cuddalore, which was ſurrendered to them on the 3d of May, on condition that the garriſon ſhould have liberty to retreat with their arms to Fort St David.

General Lally now laid ſiege to that place. It was a moſt fortunate circumſtance for the Britiſh Eaſt India Company, that a man of ſo very untractable a diſpoſition as M. de Lally had been ſent to command the French forces in India; for his imperious and overbearing temper was ſuch, as preſently loſt him the affection and eſteem of his troops, and of the ſervants of the French Eaſt India Company, which latter he treated with great contempt. To the cuſtoms of the natives he paid not the ſmalleſt regard, which made them behold him with terror and deteſtation. Diſregarding their particular caſt or profeſſion, he compelled them to work as pioneers to his army, and to do many offices which they had never before ſtooped to perform. In ſhort, he ſcorned to liſten to any information or ſuggeſtion whatever, reſolving that his dictates ſhould be implicitly obeyed.

Admiral Pocock having received one hundred and twenty men from the hoſpital, and eighty Laſcars from the Governor of Madras; and having the maſts of his crippled ſhips fiſhed, and repaired his moſt material damages, tried for ſome days to work up along the ſhore; but without ſucceſs He then put off the land; and, on the 10th of May, had ſtretched as far to the ſouthward as the latitude of nine degrees thirty minutes north, by which he hoped to be able to fetch to windward of Fort St David. But upon ſtanding in again, he met with ſtrong weſterly winds; and was retarded by the Cumberland, who was ſo leaky as to prevent her keeping the wind. Being unable, therefore, to reach higher than Alamparva, he anchored off that place the 26th of May; and on the 30th he got ſight of Pondicherry, where he perceived the French ſquadron at anchor in the road.

As ſoon as the Britiſh ſquadron were deſcried by the enemy, M. D'Aché called a Council of war, compoſed of his Captains, and the Governor and Council of Pondicherry; whoſe opinion was, that it was expedient for the ſquadron to remain moored as cloſe to the ſhore as poſſible, that they might receive the aſſiſtance of the batteries facing the ſea, in caſe they ſhould be attacked.

Scarcely was this reſolved on, when the furious Lally made his appearance. He had poſted thither, upon receiving the news that the Britiſh fleet had been ſeen on the coaſt. His powers being large and ample, he diſregarded the opinion of the Council of war, declaring, that it would be ſhameful not to meet the Britiſh fleet in the open ſea; and he accordingly ſent four hundred Laſcars to ſerve on board the ſquadron. On this M. d'Aché weighed anchor, with eight ſail of the line and a frigate; but, inſtead of bearing down on Admiral Pocock, who could not work up to him, he kept the wind, plying for Fort St David, to which place the French had laid ſiege. Lally, after thus forcing the fleet to ſea, returned to the ſiege; but he had no ſooner got beyond the bounds of Pondicherry, than the Governor and Council of that place (who it ſeems had full powers in the abſence of Lally the Governor-General) ſent orders to M. d'Aché to return there with his fleet, for the protection of the place and their commerce. This order proved of the greateſt ſervice to the Britiſh, as, ſoon after the return of the French fleet to Pondicherry road, three of the Company's ſhips, having on board money, merchandize and ſtores, arrived at Madras, which muſt infallibly have been taken, had not the fears of the Governor and Council of Pondicherry induced them to recal their fleet; and theſe ſhips would have afforded ſuch an ample ſupply of money, as to have ſaved M. Lally his diſgraceful expedition to Tanjore, in queſt of an old and an unjuſt debt.

Admiral Pocock endeavoured all in his power to get up with the French fleet; but was prevented in a great meaſure by the Cumberland's bad ſailing. The ſecond and third day, the current ſetting ſtrongly to the leeward, the ſquadron, not having either land or ſea winds, loſt ground conſiderably.

On the 6th, the Admiral received a letter from the Select Committee at Madras, mentioning the ſucceſs of the French arms at Fort St David's, and the probability that Fort St George would be ſoon inveſted, which would put it out of their power to ſupply the ſquadron with water. On this he immediately ſteered for Madras; and ſoon after brought his diſobedient Captains to a Court-martial; by whoſe ſentence, Captain Legge of the Newcaſtle was caſhiered, Captain Vincent diſmiſſed the command of the Weymouth, and Captain Brereton of the Cumberland to loſe one year's rank as a Poſt-Captain.

Let us now take a view of the operations of the French before Fort St David. The Britiſh Eaſt India Company had been at great expence in erecting fortifications here; and had employed Mr Robins, an experienced engineer, for that purpoſe. He unfortunately died before he had completed his plan. In this ſituation it was, when Mr Lally, with all his forces, ſat down before it; and, on the 16th of May, began to fire upon the place with two guns and five mortars, from Cuddalore. On the 26th, they opened a battery of ſeven guns, and five mortars, at the diſtance of eight hundred yards to the weſtward; and, on the 30th, they opened two batteries, one to the north, of nine guns and three mortars, and the other to the north-eaſt, of four guns, all about the ſame diſtance. Major Pollier, who commanded in the place, by no means anſwered the expectations which the world had formed of him. His defence of it was injudicious, conſidering the weakneſs of the garriſon. He ought to have abandoned ſome out-poſts which he endeavoured to defend; but he was ſo relax in diſcipline, that the garriſon having too free acceſs tn the ſtore-houſes of ar-

arrack, and other ſtrong liquors, were ſeldom in a condition to do their duty properly. He had likewiſe been too prodigal of his powder, which he expended when his fire could do little execution againſt the enemy; ſo that a want of ammunition and a ſcarcity of water, were the chief reaſons which induced him to deſire to capitulate; for the fort was ſtrong, and capable of holding out a much longer time than it did. The enemy had not even affected a breach, having only ruined ſome of the defences, and diſabled thirty pieces of cannon.

On the 2d of June, Major Pollier requeſted of Alexander Wynch, Eſq; who acted as Deputy-Governor, to call a Council of war; when they unanimouſly agreed to ſurrender the place, and accordingly propoſed terms to M. Lally; who conſented that the garriſon were to march out with the honours of war; but were afterwards to lay down their arms, become priſoners of war, and thereafter to be exchanged. They were allowed their baggage and effects; and care was to be taken of the ſick and wounded. All magazines and military ſtores were to be delivered up; and the mines and ſubterraneous works of the place to be ſhewn to the French engineers. The garriſon conſiſted of two hundred Europeans, eighty-two invalids, thirty-five artillery, and two hundred ſeamen; who, together with their officers, and the Deputy-Governor and Council, were conducted priſoners to Pondicherry.

M. Lally ordered the fortifications to be razed to the ground; and, with all the barbarity of an uncivilized buccaneer or free-booter, he extended his wanton cruelty, not only to the deſtruction of the Engliſh gentlemens villas, but to the towns of the innocent natives. This inconſiderate piece of conduct coſt him very dear afterwards; for the country people were ſo enraged, that when the French army laid ſiege to Tanjore, they cut off his ſupplies of proviſions; by which they loſt more men by famine, than by the enemy.

The loſs of Fort St David was ſeverely felt by the Eaſt India Company; and, from the great military force of the enemy, and the boaſtings of M. Lally, now elate with his conqueſt, they had reaſon to apprehend the loſs of all their ſettlements on the coaſt of Coromandel. The Governor and Council of Madras, however, took every precaution that prudence could ſuggeſt, to fruſtrate M. Lally's deſigns. They raiſed ſome new companies of Sepoys; entered into new alliances with the country powers; and ſtrengthened, by every means in their power, their old friendſhips. Had M. Lally marched immediately againſt Madras on the ſurrender of Fort St David, he had undoubtedly made an eaſy conqueſt of it, the fortifications not being then completed; but he ſeemed to wait till the ſeaſon would compel Admiral Pocock with his ſquadron to leave the coaſt, before he undertook this enterprize; during which interval, Governor Pigot not only completed the fortifications of Fort St George, but added ſeveral new works to the intended plan.

M. Lally's pride and inſolence had diſguſted the leading people of Pondicherry ſo much, that they did not ſecond his intentions with any degree of ſpirit; and his obſtinacy rendering him deaf to every kind of advice, he did not liſten to proper information. It is therefore leſs matter of wonder, that though the French had ſome ſucceſs at firſt againſt the Britiſh ſettlements, the ſubſequent bad management of their affairs ſhould have occaſioned a reverſe of fortune.

An extreme want of money was in a great meaſure the ruin of the French affairs in India. Indeed, to ſuch ſtraits were they driven at this time, that, on the 7th of Auguſt, they made prize of a Dutch ſhip (the Haerlem), from Batavia for Negapatnam, merely for having anchored in the road of Pondicherry. The French government ſeized the money on board, amounting to ſeventy or eighty thouſand pounds Sterling, for their own uſe; unloaded the cargo, and detained the ſhip. When M. Dupleix was Governor of Pondicherry, he had, in the year 1749, compelled the King of Tanjore to ſign a paper, promiſing the payment of a very large ſum of money*. This money they now reſolved to demand; and, the better to enforce their claim, M. Lally made his army march ſouthward, reſolving to attack our poſt at Trichinopoly. Upon their approaching

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* Seventy lacks of rupees, or 875,000l.

ing the Britiſh ſettlement of Davecotah, the Chief of it prudently retired, and effected a retreat to Madras, paſſing through the Tanjore country. M. Lally, finding it abandoned, continued his march, leaving there a conſiderable detachment under M. Soupiere: he took his route by Tranquebar, where the Danes ſupplied him with ſome ammunition and field-pieces. At Negapatnam, he demanded from the Dutch a loan of money, cannon and ammunition, and a ſupply of proviſions. It is not to be doubted, from the advantageous offers made by M. Lally, that our good allies complied with his terms: this, however, they denied, except as to the proviſions, of which they ſent him frequent ſupplies, while his army was beſieging Tanjore. M. Lally, on entering the Tanjore country, ſeized on the port of Nagore, a town belonging to the King, and upon all the effects that were found there, belonging to the country merchants, from all parts of India, and ſold them to Mr Fiſher, a Colonel of Huſſars, in the French ſervice, for two lacks and a half of rupees, when they were known to be worth double that ſum. The French army took the road to Tanjore, and took poſt at Trivalour: here they eſtabliſhed a magazine; and, from this place, M. Lally ſent Commiſſaries to demand the money which has been mentioned, and a free paſſage for his army through his country to Trichinopoly. The ſeizing of Nagore, and their behaviour at that place, cauſed their demands to be heard with little attention; but, M. Lally ſent an embaſſy to the King, conſiſting of two officers and a prieſt, to demand a paſſage by the neareſt road to Trichinopoly; and, at the ſame time, the aſſiſtance of his army. The King, perceiving the great ſtrength of the French, thought it was beſt to compromiſe matters. He accordingly gave conſent for the French army's marching through his dominions, but not by the route propoſed by Lally: he alſo offered a ſmall part of the money demanded; but refuſed the aſſiſtance of his troops. The prieſt remained at Tanjore, while the two officers returned to Trevalour with the King's anſwer. Some time after, the prieſt demanded an audience; he then not only inſiſted on a free paſſage for the French army by the route named by M. Lally, and the aſſiſtance of the King's troops; but on the immediate payment of five lacks of rupees. The King was much diſpleaſed at this, but conſented to give four lacks, out of which he required ſome deduction for the damages done him at Nagore: to the reſt of the demand, he gave the ſame anſwer as before.

As the French army kept advancing, even while this negociation was going on, the King began to ſee through their deſigns, and took meaſures accordingly; and being reſolved to ſtand all the horrors of a ſiege, rather than ſubmit to theſe exorbitant demands, he therefore ordered the prieſt to leave the city inſtantly. When the advanced guard of the French army arrived, they fired on the city, which put an effectual end to all negociation. M. Lally then blockaded the town, in hopes that his formidable appearance would frighten the Tanjoreans into a compliance with his demands. In this, however, he was miſtaken; for they deſtroyed many of his men in ſallies; and by means of a large body of horſe, and a detachment from Trichinopoly commanded by Captain Caillaud, they cut off his convoys of ſupplies, and greatly haraſſed his army. M. Lally, finding that he did not advance his affairs by hoſtile meaſures, and being in great want of proviſions, tried once more what he could do by means of negociation; and ſent an officer of rank and a prieſt to the king with his terms. They were not only empowered to conclude an agreement, but to remain as hoſtages for the performance of it. They prevailed on the king to give fifty thouſand rupees in hand; a promiſe of four lacks; and a ſupply of three hundred horſe, and one thouſand colleries; but this on the expreſs condition, that the French army ſhould immediately remove from before the town. M. Lally, however, making no motion towards the performance of his part of the agreement; the King would not ſuffer the two hoſtages to depart, and declared they ſhould not be permitted to go till the French army had begun its march. This produced ſeveral meſſages. At length it was ſettled, that the King ſhould ſend out the troops ſtipulated by agreement, and detain the hoſtages till the army was three days march from the place.

The iraſcible temper of M. Lally overturned every part of this agreement. Finding only fifty of the three hundred horſemen arrive in his camp, he ordered them all into confinement; averring, that the King having broken his word in not ſending the whole, he would keep theſe confined till ſuch time as he ſent out the remainder. The King, juſtly piqued at this behaviour, ordered the French hoſtages to be impriſoned, and declared he would not ſend any more troops till ſuch time as thoſe he had already ſent were releaſed. Meantime, M. Lally, pluming himſelf on having outwitted an Aſiatic Prince, in thoſe very arts for which theſe Princes are eſteemed ſo famous; while this negociation was going on, buſily employed himſelf in erecting batteries, and placing his heavy artillery upon them; ſo that, when the parley was at an end, he began to fire upon the town; the fortifications whereof not being conſtructed to reſiſt a regular ſiege, he preſently made a conſiderable breach in the walls. The Tanjoreans ſeeing their city threatened with deſtruction, reſolved on a generally ſally, and put their deſign in execution on the 9th of Auguſt. Deſpair muſt have heightened their courage: otherwiſe, it is not eaſy to account for their ſucceſs, when it is conſidered that they had to attack a large body of regular European troops, as well as diſciplined Sepoys, entrenched and ſupported by a large train of artillery. The Tanjoreans attacked at once both the French camp and the batteries, with ſo much vigour and reſolution, that they killed about one hundred Europeans, took one gun, one tumbril of ammunition, two elephants, and ſome horſes; and after blowing up ſome tumbrils of gunpowder, returned again into the town. Great as the numbers of the King of Tanjore's troops were, the impreſſion they made in this ſortie, muſt be imputed ſolely to the miſerable condition in which the French army were, being exhauſted by famine and fatigue, and moreover highly diſpleaſed with their General.

M. Lally was forced to raiſe the ſiege and retreat, leaving his cannon ſpiked upon the batteries. The Tanjoreans purſued and greatly haraſſed his army on its march, killed many of his troops, and took two pieces of cannon and two mortars. M. Lally, with agitation of mind eaſier to be conceived than deſcribed, reached Carical with his ſhattered army about the end of the month.

Whilſt at Trivalore, on his retreat to Carical, he received information that the French ſquadron was at Pondicherry, and M. d'Aché on his arrival at that place, had intimated to the Supreme Council there, his determination to return, without delay, with the fleet under his command, to the Mauritius. M. Lally was quite thunder-ſtruck with this piece of intelligence, and immediately ſent the Count D'Eſtaing to Pondicherry, to make the ſtrongeſt remonſtrances to M. d'Aché, againſt the reſolution he had taken.

On the 3d of July, three of the Britiſh Eaſt India Company's ſhips arrived in Madras road: they had left England the preceding year, but not arriving in the Bay of Bengal until the northern monſoon had ſet in, they proceeded to the Ganges; from whence they were diſpatched in April, with money, merchandize, and ſtores from Calcutta, but without any of the recruits they brought from England, or any troops in return for thoſe which had been ſent with Colonel Clive, when Admiral Watſon proceeded there with the ſquadron. The ſouthern monſoon which began when they ſailed, obliged them to make the outward paſſage towards Achin, in the iſland of Sumatra, and when they ſhaped their courſe for the coaſt of Coromandel, the firſt place they made was Negapatam, at which they received ſuch intelligence, as obliged them to put to ſea again directly, and keep out of ſight of land, until they ſtood for Madras. The ſafe arrival of this fleet was entirely owing to the ill grounded apprehenſions of the Council at Pondicherry, who, not permitting M. D'Aché to proceed on his intended cruiſe with his ſquadron, but in the middle of June, recalled him from Carrical; which meaſure prevented this fleet from falling into the enemy's hands, and the treaſure they had on board, would have afforded them a ſupply, ſufficient for their ex-

exigencies, and prevented their fruitleſs and diſgraceful expedition to Tanjore.

Admiral Pocock having refitted his ſquadron, (See Note 118.), and completed their water, ſailed in queſt of the enemy's fleet on the 25th of July, ſteering to the ſouthward along ſhore, with the ſea and land breezes; and anchored on the evening of the 26th off Alamparva. Seeing a ſnow and ſeven chelingas* near the fort cloſe in ſhore, he ſent the boats of the ſquadron againſt them, manned and armed. They burnt and ſunk the chelingas, and brought off the ſnow. Theſe chelingas were all empty, having been ſent from Pondicherry with cannon and ordnance ſtores, which were landed the day before, and for which place the ſnow, which was loaded with firewood, was bound. On the 27th, in the evening, the ſquadron got within three leagues of Pondicherry road, where they perceived the enemy's fleet at anchor.

On the 28th, about ten in the morning, the enemy got under ſail, and ſtood to the ſouthward with the land breeze; on which Admiral Pocock, in hopes of coming up with them, or, if poſſible, to weather them, as being the moſt likely means of bringing them to action, made the ſignal for a general chace; but they kept to windward, and anchored next morning off Porto Novo. When the land breeze ſet in, they weighed, and ſtood to windward; and, about eight o'clock, were out of ſight. At four in the afternoon, Admiral Pocock ſeeing a ſhip in the S. E. quarter, gave chaſe: at five, ſhe hoiſted French colours, and ſtood in for the land; and ſoon after run aſhore about two leagues to the northward of Porto Novo. He ſent boats on board to endeavour to bring her off; but finding this impracticable, without loſing a great deal of time, ſhe was ſet on fire. She proved to be the Reſtitution, bound to Pondicherry, from Carical, where ſhe had been ſent with ordnance ſtores, and other materials for M. Lally's army. This ſhip had been diſpatched from Bengal laſt October with French priſoners; who, taking the command of her from the maſter, carried her to Maſſulipatam; from whence ſhe was ſent to Pondicherry, where the Governor and Council, contrary to the law of nations, made a prize of her.

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* A ſort of large boats uſed for landing of goods, people, cannon, &c. peculiar to the coaſt of Coromandel, where there is always a very great ſurf.

At ten o'clock in the forenoon of the 1ſt of Auguſt, the Admiral once more obtained ſight of the French ſquadron, as they were getting under ſail off Tranquebar. They ſoon after formed a line of battle ahead, with their ſtarboard tacks on board, and ſeemed to edge down towards him: but when he made ſail and ſtood for them, they hauled upon a wind till one o'clock, when they formed a line of battle abreaſt, and bore down upon him with an eaſy ſail. At half paſt one, he made the ſignal for his ſquadron to form a line of battle ahead with the ſtarboard tacks on board; and ſtood to the eaſtward under top-ſails, ſometimes the main-top-ſails ſquare, as the ſhips ſtations in the line required, waiting for the enemy. At five, the enemy's van was abreaſt of our centre, and at about two miles diſtance. They ſtood on till their van was abreaſt of the Britiſh van; and kept about the ſame diſtance, till half an hour paſt ſix, when they hoiſted their top-ſails, ſet their courſes, and ſtood to the ſouth-eaſt. Admiral Pocock then made the ſignal for his van to fill and ſtand on, and make ſail to the ſouthward, keeping in a line till twelve o'clock: when, judging by the enemy's ſignal guns that they had tacked, he made to the ſignal to wear, and ſtood on to the weſtward after them; but, at day-light, they were not to be ſeen. In the evening of the 2d, he deſcried four ſhips in ſhore to the north-weſt; and, on the 3d, at five in the morning, got ſight of the enemy's fleet off Negapatnam, about a league to the windward, formed in a line of battle ahead, with their ſtarboard tacks on board; on which he alſo formed a line of battle ahead with the ſtarboard tacks on board, and ſtood towards them. Fearing that the enemy's ſhip which led their van*, would be an overmatch for the Tyger which led his van, he made the ſignal for the Elizabeth to change places with the Tyger. At eleven, the wind dying away, the Britiſh fleet were left quite becalmed; while the enemy were ſo fortunate as to be favoured with a light breeze from the land, with which they ſtood on, their line extending from eaſt to weſt, and paſſed ſo near the rear of the Britiſh line at right angles, that they might eaſily have cut off the Cumberland and Newcaſtle, the ſternmoſt ſhips, as they could not have received any aſſiſtance from the others, who lay becalmed with their ſterns towards the enemy. They did not avail themſelves, however, of this advantage, but paſſed on without firing a ſhot.

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* The Comte de Provence of ſeventy-four guns.

At noon, the ſea-breeze ſprung up, which gave the Britiſh the weather-gage. Both fleets formed their lines anew to the wind; and at twenty minutes paſt twelve, Admiral Pocock made the ſignal to bear down on the enemy, and engage. The Elizabeth and Comte de Provence began the engagement; but, ſoon after, the mizen of the latter taking fire, ſhe was obliged to quit the line, and her crew were conſtrained to cut away the maſt, in order to ſave the ſhip. The Duc de Bourgogne then attacked the Elizabeth, but was ſo overpowered by her fire, that Comte d'Aché himſelf, at that time warmly engaged with the Yarmouth, endeavoured all he could to puſh up to her aſſiſtance; but his intention was thwarted, by the ſteering-wheel of the Zodiaque being ſhattered by a ſhot from his antagoniſt; to repair which, ſhe paſſed under the lee of the Duc d'Orleans; and no ſooner had ſhe returned into the line, than one of her lower-deck guns in the gun-room burſt, and beat through the deck above. This misfortune was ſoon followed by another, of a much more ſerious nature, and dreadfully alarming. The bulkhead of the powder-room was ſet on fire; and whilſt they were buſy in extinguiſhing it, the newly repaired wheel gave way, whereby the ſhip fell on board the Duc d'Orleans, her ſecond ahead. Both, while trying to extricate themſelves, were expoſed to a moſt ſevere cannonade from the Yarmouth and Tyger, to which the enemy, for a conſiderable time, were unable to make any return. The Condé and Moras were by this time beat out of the line; and, at eight minutes after two, the Zodiaque having got diſentangled, M. d'Aché bore away, and in fifteen minutes afterwards, the reſt of his ſhips followed his ex-

example: on which Admiral Pocock made the ſignal for a cloſer engagement. This ſignal was obeyed with alacrity by all the ſhips, and the enemy were ſeverely raked by means of this well-timed manœuvre; but, as they crowded all the ſail they could ſet, the Admiral ſoon after hauled down the ſignal for the line, and made the ſignal for a general chaſe. On this, the enemy cut away all their boats, that their ſhips might have no impediment to retard their ſailing, and ſtood to the N. N. W.

A running fight now took place, which laſted till near three o'clock, by which time the enemy had got beyond reach of cannon-ſhot. The purſuit was continued till dark, when Admiral Pocock finding it impoſſible to get up with them, about eight o'clock came to an anchor with his ſquadron off Carical, three miles from the ſhore. The enemy made for Pondicherry.

During the action, the breeze being gentle, the water ſmooth, and both fleets cloſe to each other, they fired with great certainty. The French, as uſual, aimed at the rigging of the Britiſh ſhips, whilſt they took the ſurer mark of their hulls, which ſuffered ſeverely; and, notwithſtanding the irregularity and ſhort continuance of this action, the French ſuſtained as great a loſs of men in it as they did in the former engagement *, although their numbers were leſs in this fight by one thouſand two hundred than it was in the firſt. On board the Zodiaque thirty-three were killed, and one hundred and fifty dangerouſly wounded. The killed in the Britiſh ſquadron amounted only to thirty-one, and the wounded to one hundred and ſixty-ſix. Both M. d'Aché and Admiral Pocock were wounded by ſplinters; as alſo Captain Martin and M. D'Aché's Captain: and Admiral Stevens was wounded by a muſket-ball, which lodged in his ſhoulder, and was ſeen to be ſhot with aim by a French officer ‡. The Britiſh fleet were greatly damaged in their maſts and rigging, inſomuch that, had not the weather proved extremely eaſy, their maſts would moſtly have gone by the board.

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* They acknowledged they had two hundred and fifty men killed, and ſix hundred and two wounded.

‡ Orme's Hiſtory of the Wars in Indoſtan, Vol. II, page 331.

The behaviour of our officers and men in this action met with Admiral Pocock's higheſt approbation.

The French Admiral retired with his ſquadron to Pondicherry; but he entertained the ſtrongeſt ſuſpicions that, by Admiral Pocock's having kept to windward with the Britiſh fleet, it was with a deſign of falling ſuddenly upon his ſquadron, whilſt he was buſily employed in Pondicherry-road repairing the damages ſuſtained in the laſt action, and that he would employ his fire-ſhips in this attack. So ſtrongly was M. D'Aché prepoſſeſſed of this, that he anchored his ſquadron as cloſe to the town, and as near the ſhore, as the draught of water would admit of; and there the fleet was under the protection of the fortifications that fronted the ſea. The Council of Pondicherry ſeemed to have the ſame dread of an attack, for they recalled to their aſſiſtance a detachment of 600 Europeans, under M. Soupire, who was encamped at Gingee; M. D'Aché having declared, that as ſoon as his ſquadron was refitted, he was reſolved to proceed with it to the Mauritius. Neither the remonſtrances of the Count D'Eſtaing, who was ſent on purpoſe by M. Lally to proteſt againſt the reſolution of M. D'Aché, and who ſaid that it would be attended with the worſt conſequences; and, in order to diſſuade M. D'Aché from putting it in practice, he offered to embark any number of troops on board the ſquadron, and to accompany them himſelf, as a proof of his confidence of ſucceſs, if the Count D'Aché, inſtead of retreating to the Mauritius, would ſail, and venture another action with the Britiſh fleet: but all that could be urged could not induce him to change the plan he had adopted. M. Lally paſſed the river Coleroon with his army at Devecotah; this took him two days to perform, and he was obliged at the laſt to leave his artillery behind him: he arrived at Corrical on the 24th of July. M. Lally, who returned to Pondicherry the 28th of Auguſt, was much againſt this meaſure; and he ſummoned a ſort of Council, compoſed of the Council appointed by the French Eaſt India Company, and ſome military officers, who joined with him in remonſtrating to the Admiral on the reſolution he had formed; and urged the neceſſity of his once more fighting the

Britiſh fleet, or, at leaſt, continuing where he was while they remained on the coaſt of Coromandel. But all the Captains of the French fleet concurred with their Admiral, that the one was impracticable, and the other not adviſeable. In order, however, to ſtrengthen M. Lally's army as much as poſſible, M. D'Aché landed five hundred marines and ſailors; and, having put his ſhattered ſquadron in the beſt condition he could, he, on the 3d of September, ſailed for the Mauritius.

It being rather early in the ſeaſon for their fleet to leave the coaſt, Admiral Pocock conjectured they might intend to cruize for ſome time. He therefore diſpatched the Queenborough, as ſoon as he had advice of their departure, to cruize off the iſland of Ceylon, in hopes of hearing of them; but ſhe returned without gaining any intelligence.

Admiral Pocock having advice of a French ſnow being at anchor in the road of Negapatnam, diſpatched the Queenborough to cut her out; which ſervice was performed on the 5th of Auguſt, within gunſhot of the Dutch fort, which did not fire to protect her: but the Governor remonſtrated afterwards. She was called the Rubis, of one hundred and fifty tons. She ſailed from the Mauritius the 1ſt of July, and was bound to Pondicherry, loaded with ſhot and medicines †.

The ſquadron being at Negapatnam, received on board Major Caillaud with two hundred and fifty men from Trichinopoly, which they landed at Madras the 25th of September. In order to ſtrengthen the garriſon as much as poſſible, the Select Committee made application to the Admiral for a detachment of marines. He accordingly landed one Captain, one Lieutenant, and one hundred and three men of that corps, who proved of excellent ſervice during the ſiege.

Admiral Pocock wiſhed to have watered the fleet at Negapatnam; in this he was diſappointed; for there the Dutch made a prea pretence that they could not comply with his requeſt, as their armament from Batavia required all the ſervice of their Maſſoola-boats ‖. The Admiral, therefore, reſolved to do this at Ceylon, on his way to Bombay, and ſailed from Madras on the 20th of Auguſt, and, on the 30th, arrived at Trincomalee, where common boats can ply to the ſhore. He ſtationed the ſquadron at the mouth of the harbour, and ordered the Revenge frigate to cruize off the Friar's Hood; who, the 2d of September, about ten in the morning, got ſight of a fleet of ſhips to S. E. They ſoon after gave chace to the Revenge, and one of their headmoſt ſhips fired a ſhot at her; on which Admiral Pocock immediately put to ſea with the ſquadron, and endeavoured all he could to come up with them, but could not get within cannon-ſhot of them at ſun-ſet, and he ſoon after loſt ſight of them. It proved to be the French ſquadron on their way to the Mauritius. Having completed their water, the Britiſh ſquadron ſailed for Bombay.

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† A few days afterwards, the Haerlem, a Dutch ſhip from Batavia, of five hundred tons, having thirty thouſand dollars on board, anchored in the road of Pondicherry. This ſhip, the French Admiral immediately ſeized, by way of repriſal for the ſuppoſed connivance of the Governor of Negapatnam, in not protecting the Rubis, according to the right of a neutral port.

M. Lally was in the utmoſt diſtreſs for money; when, fortunately for him, on the 18th of October, a veſſel arrived from Europe at Pondicherry, having on board money to the amount of one hundred thouſand rupees, with which ſupply he reſolved to commence his operations, although deprived of the aſſiſtance of the fleet, beſides being at this time on the worſt terms with the Council of Pondicherry and his principal officers, occaſioned by his inſufferable pride and arrogance. As ſoon, therefore, as certain intelligence was received of Admiral Pocock's having ſailed for Bombay, M. Lally put his army in motion; and, that he might take the field with as many men as poſſible, he drew all the troops that could be ſpared from his different garriſons, and marched northward towards Arcot, of which he took poſſeſſion, as well as of ſome other ſmall places. He returned to Conjeveram, where he continued for ſome time, collecting ammunition and ſtores: and here he was joined by M. de Buſſy, with about three hundred horſe and four hundred foot, from Golconda. They now endeavonred to make themſelves maſters of Chengalaput, a place of the utmoſt conſequence: but it was for-

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‖ *A ſort of flat boats uſed on the* coaſt of Coromandel.

fortunately preſerved, by the timely arrival of ſome companies of Sepoys from Madras; and the poſſeſſion of it proved no leſs beneficial to us, than detrimental to the French, during the ſiege of that place. The enemy, finding that they could not make themſelves maſter of this fort by a coup-de-main, as was intended, and that to beſiege it would require too much time; they therefore returned to Conjeveram.

M. Lally hearing of the arrival of Colonel Draper with part of his regiment, and apprehending that the remainder of it would ſoon follow, began his march for Madras, and ſat down before that place with his army, on the 14th of December. All the out-poſts were abandoned on the enemy's approach; and the Britiſh army being unable to make a ſtand againſt ſo great a force as M. Lally had with him, Colonels Lawrence and Draper retired into the town with the troops, where every thing was prepared to make a moſt obſtinate defence. Iſouf Cawn was ordered to march from Trichinopoly, with two thouſand Sepoys, and ſome field pieces, to Chengalaput, to join Captain Preſton, who commanded there; they proved of very great ſervice, in haraſſing the enemy, and cutting off their convoys of ſtores and proviſions. Major Caillaud was diſpatched to the King of Tanjore, to prevail on him to afford the Company a body of horſe to join Iſouf Cawn. But the enemy being in poſſeſſion of almoſt all the country round Madras, he could not proſecute his journey by land: he therefore, even in this tempeſtuous ſeaſon, embarked in an open boat, landed at Tranquebar, and, as ſoon as the weather permitted, ſet out for Tanjore, which he reached about the middle of December.

The affairs of the Britiſh Eaſt India Company not being in the moſt proſperous condition, the Major met with a cool reception at that Court; and as the friends of his nation had been removed by the King, he found it a difficult matter to gain his point. However, he at laſt had the good fortune, to obtain a body of three hundred horſe; and having got together as many Sepoys, he began his march for Chengalaput, which, although two hundred and fifty miles diſtant, he reached in eleven days. Here he left his corps, and haſtened to

Mount St Thomas, where Captain Preſton and Iſouf Cawn had taken poſt. With them he concerted ſuch a plan of operations as might moſt effectually diſtreſs the enemy; and being furniſhed with money, the ſoul of an Indian army, he immediately returned to his troops. M. Lally took poſſeſſion of the Black Town, when the troops ſtationed there retired into Madras; and as his men were fatigued with their march, or perhaps diſperſed in plundering the town, Colonel Draper thought that a ſally at that time, while unexpected by the enemy, would have the moſt happy effect. In this opinion he was ſeconded by Governor Pigot and Colonel Lawrence. Accordingly, Colonel Draper ſallied forth with five hundred men, and two field-pieces. He at firſt met with great ſucceſs; and, had the grenadiers of his regiment followed either his example or his orders, the enemy had ſtill ſuffered more conſiderably than they did, and might perhaps have been compelled to raiſe the ſiege. But the Colonel, after having performed wonders, and loſing near two hundred of his men, one half of which by their own imprudence were made priſoners, was obliged to retire. The loſs ſuſtained in killed, were Major Pollier, and Captains Hume and Billhook, together with about fifty men, and near as many wounded; beſides upwards of one hundred made priſoners. Colonel Draper ſurprized the regiment of Lorraine, which he would have deſtroyed, had not a brigade of freſh troops come to their aid. He made priſoner the Count d'Eſtaing, a Brigadier-General, whom he ſent into the fort before he retreated. On this occaſion, the enemy had above four hundred men killed and wounded, among whom were thirty or forty officers. Governor Pigot declared, in order to animate the garriſon, that he would diſtribute fifty thouſand rupees among them, five days after the ſiege was raiſed, or the French beat off. This ſerved greatly to animate the men. The Governor daily viſited the works, and was extremely liberal to thoſe whom he found deſerving.

The enemy loſt a conſiderable time before they opened their batteries; and when they did, they were frequently deſtroyed by the ſuperior fire from the town.

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During the ſiege, Governor Pigot received the agreeable news, that Colonel Forde had gained a compleat victory over the Marquis de Conflans, and the French forces under him near Vizagapatam, on which the garriſon fired a feu-de-joye. M. Lally ſent in a flag of truce, with a letter, complaining that ſhot were fired on his head quarters, and that if we perſiſted in it, he would burn the Black Town. Perhaps this extraordinary man is the firſt General that ever fixed his head-quarters within point-blank ſhot of the enemy's artillery.

The operations of the ſiege were greatly interrupted by the repeated attacks under Iſouf Cawn, Major Caillaud, and Captain Preſton, from Chengalaput and Mount St Thomas. In one of their excurſions, they intercepted a convoy of the enemy's ſtores, conſiſting of tents for three thouſand men; a large mortar which they ſpiked up, and burnt the bed; two guns which they alſo ſpiked up, and burnt the carriages; and ſome ammunition which they carried off, together with a conſiderable number of cattle going to the enemy's army before Madras. In ſhort, their excurſions were ſo deſultory and rapid, that M. Lally ſaid they reſembled flies, being no ſooner beat from one part, than they fixed on another. He ſent ſeveral detachments to endeavour to diſperſe them. Theſe had always been defeated. At laſt, perceiving how much this flying corps retarded his deſigns, and haraſſed his troops, he ſent out a detachment of ſix hundred Europeans, fifteen hundred Sepoys, all his cavalry, and ten pieces of cannon under M. Soupire, in hopes of effectually cruſhing theſe troubleſome partizans. But Major Caillaud and Captain Preſton had poſted their troops to ſuch advantage at Mount St Thomas, that after a very briſk attack which laſted ſeveral hours, the enemy were obliged to return to camp, without being able to effect their deſign.

M. Lally, however, ſtill perſiſted in the ſiege, and carried on his works cloſe to the glacis, where he erected a battery, and began a mine, to open a way into the ditch: but it was ſprung ſo injudiciouſly, that although it made a breach in the wall, the enemy could derive but little advantage from it. M.

Lally, as he gave out, had ſeized on the Dutch fort at Sadras, in order to prevent it from falling into our hands. Major Caillaud formed a deſign to ſurprize it in the night; but his guides deceiving him, he found that day would be broke before he could reach it; ſo that he was obliged to deſiſt. On his return, he took a French courier bringing a letter from M. Lally to M. de Leyrit, the Governor of Pondicherry. Its contents are extraordinary; and as they exhibit a true picture of the man, and of the condition of the French army, we take the liberty to preſent the reader with a tranſlation of this ſingular performance.

" *Camp before Madras, February* 14*th*, 1759.

" A good blow might be ſtruck here. There is a ſhip in " the road, of twenty guns, laden with all the riches of Ma- " dras, which it is ſaid will remain there till the 20th. The " Expedition is juſt arrived, but M. Gorlin is not a man to " attack her; for ſhe has made him run away once before. " The Briſtol, on the other hand, did but juſt make her ap- " pearance before St Thomas's; and on the vague report of " thirteen ſhips coming from Porto Novo, ſhe took fright; " and after landing the proviſions which which ſhe was laden, " ſhe would not ſtay, even to take on board twelve of her own " guns which he had lent us for the ſiege.

" If I was the judge of the point of honour of the Compa- " ny's officers, I would break him like glaſs, as well as ſome " others of them.

" The Fidelle, or the Haerlem, or even the aforeſaid Briſtol " with her twelve guns reſtored to her, would be ſufficient to " make themſelves maſters of the Engliſh ſhip, if they could " manage ſo as to get to windward of her in the night. Mau- " gendere and Tremillier are ſaid to be good men; and, were " they employed to tranſport two hundred wounded men, that " we have here, their ſervice would be of importance.

" We remain ſtill in the ſame poſition: the breach made " theſe fifteen days, all the time within fifteen toiſes of the

wall;

" wall of the place, and never holding up our heads to look " at it.

" I reckon we ſhall, on our arrival at Pondicherry, endea- " vour to learn ſome other trade; for this of war, requires too " much patience.

" Of fifteen hundred Sepoys, which attended our army, I " reckon near eight hundred are employed on the road to Pon- " dicherry, laden with ſugar, pepper, and other goods; and " as for the Coulis, they are all employed for the ſame pur- " poſe, ſince the firſt day we came here.

" I am this day taking my meaſures to ſet fire to the Black " Town, and blow up the powder-mills.

" You will never imagine, that fifty French deſerters, and " one hundred Swiſs, are actually ſtopping the progreſs of " two thouſand men of the King's and Company's troops, " which are ſtill here exiſting, notwithſtanding the exaggerat- " ed accounts that every one makes here, according to his own " fancy, of the ſlaughter that has been made of them; and " you will be the ſtill more ſurprized if I tell you, that, were " it not for the two ſkirmiſhes and four battles we ſuſtained, " and for the batteries which failed, or, to ſpeak more pro- " perly, which were unſkilfully made, we ſhould not have " loſt fifty men from the commencement of the ſiege, till this " day.

" I have wrote to M. de Larche, that if he perſiſts in not " coming here, let who will raiſe money on the Polygars; " for me, I will not do it; and I renounce (as I informed you " a month ago I would do) meddling directly or indirectly, " with any thing whatever that may have relation to your Ad- " miniſtration, whether civil or military. For I had rather go " and command the Caffres of Madagaſcar, than remain in this " Sodom; which it is impoſſible but the fire of the Engliſh " muſt deſtroy, even though that from Heaven ſhould not. " I have the honour to be, &c.

" LALLY.

" *P. S.* I think it neceſſary to apprize you, that as M. de

" Soupire has refuſed to take upon him the command of this " army, which I have offered to him, and which he is em- " powered to accept, by having received from the Court a du- " plicate of my commiſſion, you muſt of neceſſity, together " with the Council, take it upon you. For my part, I un- " dertake only to bring it back either to Arcot or Sadras. " Send, therefore, your orders, or come yourſelf to command " it, for I ſhall quit it on my arrival there."

The arrival of the Shafteſbury India ſhip in Madras road from Bombay, announced the long expected reinforcements to be near at hand; and on the 16th of February 1759, Captain Kempenfelt, whom the Admiral had ſent with two twenty gun ſhips, and ſix other veſſels, on board of which were Major Monſon with the remainder of Draper's regiment, and ſome more troops and ſtores, arrived very opportunely to ſave the Black Town. The moment that M. Lally perceived them, he made every thing ready to raiſe the ſiege, and, by dawn of day on the 17th, he was nearly out of ſight. He left behind him near forty pieces of battering cannon, almoſt every one of which had been diſabled during the ſiege, and a large quantity of ammunition and ſtores. Captain Kempenfelt immediately landed the troops, who inſtantly joined the garriſon in purſuit of the French army.

Thus was preſerved, by a reſolute and manly defence, the city of Madras, after a ſiege of upwards of nine weeks. Great praiſe was due to the officers and men, particularly to Mr Pigot the Governor, to Colonels Lawrence and Draper, and to Major Brereton, for their unwearied zeal, bravery, and good conduct. The promiſed reward of fifty thouſand rupees was immediately iſſued on the French going off; two thirds whereof were diſtributed among the Europeans, and one third among the Sepoys and Laſcars of the garriſon. M. Lally was in the utmoſt tranſports of rage and deſpair. From the force he had brought out with him, and the few troops we had to oppoſe to it, he had boaſted, that he would breakfaſt at Fort St David, dine at Madras, and ſup at Bengal. He now, however,

ever, found himſelf ſo ill ſupported, both by thoſe in power, and by his troops, whoſe eſteem his temper was ill calculated to retain, that he retired with his army, reſolved to quit the command of it. His letter to M. de Leyrit, bears ſtrong marks of the agitations of a mind, mortified and enraged at the unexpected defence of Madras, which blaſted all his hopes of being able to drive the Britiſh from Indoſtan. In his retreat his paſſions ſeem entirely to have got the better of him; for he left ſuch marks of his ſavage and brutal diſpoſition on his route, as will for ever diſgrace his name as a ſoldier, an officer, or a gentleman. It is hardly poſſible to expreſs, how much merit accrued to Major Caillaud, Captain Preſton, and Iſouf Cawn, from this important ſiege; as, by their indefatigable aſſiduity and alertneſs, M. Lally's ſchemes were in a great meaſure fruſtrated.

## WEST INDIES.—*Leeward Island Station.*

THE ſquadron in theſe ſeas, continued under the command of Commodore Moore, (See Note 119.) he ſent Captain Tyrrell on a cruize with the Buckingham and Cambridge; and the Captain receiving intelligence, that ſome of the enemy's privateers were at an anchor in the Grand Ance bay, in the iſland of Martinico, he immediately went in queſt of them. On his appearance, the veſſels drew cloſe to the ſhore under cover of a battery; which, after a ſevere cannonade, he demoliſhed: deſtroyed three privateers, and took a fourth. The village cloſe by, was a ſtrong temptation to ſailors, fluſhed with victory, to attack and plunder; and they warmly ſolicited Captain Tyrrell's leave to march againſt it. His reply to this requeſt, does him more honour than the moſt ſplendid conqueſt. "Gentlemen,—It is beneath us to render a number of poor people miſerable, by deſtroying their habitations "and little conveniencies of life: brave Engliſhmen ſcorn to "diſtreſs even their enemies, when not in arms againſt them." The honeſt tars, ſenſible of their worthy leader's obſervations, ac-

acquieſced in his ſentiments of humanity. In this attack, the Buckingham had three guns diſmounted, one man killed, and two wounded: the Cambridge had one man killed, and ſeven wounded. During the ſame cruize, he took a ſchooner privateer, and chaſed a large privateer aſhore: before his boats could get on board the latter, the crew quitted her, and ſet her on fire.

In November, Captain Tyrrell in the Buckingham, was ordered to cruize off St Euſtatia, to intercept a fleet ready to ſail from thence, laden with proviſions for the French iſlands. They were to be eſcorted to Martinico by the Floriſſant, of ſeventy-four guns, and ſeven hundred men; the Aigrette, of thirty-eight guns, and three hundred and fifty men; and the Atalante, of twenty-eight guns, and two hundred and fifty men. On the 3d of that month, he gave chace to a ſail, which proved to be his Majeſty's ſloop the Weazle. Captain Tyrrell ordered Captain Boles on board to receive orders. While theſe were writing out, a fleet of nineteen ſail being diſcovered W. S. W., Captain Tyrrell immediately gave chace. At two o'clock he diſcovered them to be the French men of war and their convoy. At half an hour after two, the Weazle got very cloſe to them, when one of the frigates fired a broadſide at her; on which Captain Tyrrell made the ſignal for the ſloop to come off. He hailed her Lieutenant, and ordered him not to go near any of the ſhips of war, as the ſmalleſt of them was greatly ſuperior to the Weazle. Captain Tyrrell gave directions to Captain Boles to ſuperintend the lower-gun deck of the Buckingham. The fire of the two frigates was very troubleſome to Captain Tyrrel, as he was bearing down on the Floriſſant; but getting his broadſide to bear on them, they received ſo much damage from his fire, that both kept out of gun-ſhot during the remainder of the action. He now got up with the Floriſſant, when a very cloſe engagement commenced. The enemy having cut the Buckingham's rigging, endeavoured to get off; but Captain Tyrell ſetting all the ſail he was able, purſued her, and, having once more got cloſe along-ſide of her, the action was renewed with double fury. At this time, Captain Tyrrell was wounded in the hand and face, which obliged him to quit the deck for a little time, leaving the command to Mr Marſhall his firſt Lieutenant, who was ſoon after killed. The ſecond Lieutenant then came upon deck, and fought the ſhip, till Captain Tyrrell, having got his wounds dreſſed, reſumed the command. Night being now coming on, and the enemy's fire greatly ſlackened; they hauled down their colours, and at the ſame time fired about half a broadſide; when, unluckily ſome of the ſhot happening to ſhatter the Buckingham's tiller to pieces; and all the rigging being gone, the ſhip was under no command. The enemy perceiving that ſome diſaſter had happened on board the Buckingham, ſet what ſails they had left; and with the help of their frigates, got off, having loſt upwards of two hundred men. On board the Buckingham, ſeven men were killed, fifteen wounded dangerouſly, and thirty-one ſlightly.

The Woolwich took the Marſhal de Broglio, from Breſt for Cape François, laden with warlike ſtores, proviſions, &c. eſteemed a very valuable prize.

The Weazle ſloop took a Dutch ſhip of four hundred tons, laden with flour, wine, ſoap, and candles; the Captain of which produced Dutch papers: but ſuſpicions ariſing that ſhe was French property, diligent ſearch was made, when, behind the wainſcotting of the cabin, the French papers were found, which condemned the prize.

The Oliver Cromwell privateer, of St Chriſtopher's, took a Dutch ſhip of near four hundred tons burden, laden with warlike ſtores for the French iſlands. She had a pretended clearance from Amſterdam, and would have been releaſed, had not one of the crew been prevailed upon, by means of a large ſum of money, to make a diſcovery of her real deſtination; when letters and papers were found concealed in the buoy, which condemned the cargo.

## WEST INDIES.—*Jamaica Station.*

THE ſquadron on this ſtation continued to be commanded by Admiral Cotes. (See Note 120.)

During this year, there happened but few events on this ſtation worth relating. Admiral Cotes diſpoſed of his ſquadron to ſo much advantage, that the enemy's trade was in a great meaſure annihilated; many of their privateers taken; and our own trade extremely well protected. On the 1ſt of September, the Aſſiſtance (then commanded by Captain David Edwards) and the Dreadnought, being on a cruize, and having received intelligence of the Palmier, a French ſhip of war, of ſeventy-four guns, being in theſe ſeas, they went directly in queſt of her, and gave chaſe to her off Port-au-Prince. The Dreadnought got up with her about four o'clock next morning, and began to engage her very cloſely. Unfortunately, the Aſſiſtance was becalmed, and could not get up to ſecond Captain Suckling's bravery; when the enemy, having diſabled the Dreadnought's rigging, ſet all their ſail, and made off. As ſoon as the breeze ſet in, both ſhips went again in queſt of the enemy; but the Palmier had now got ſo far ahead, that ſhe effected her eſcape. The Dreadnought had eight men killed, and ſeven wounded; her maſts and rigging much damaged. A few days before our ſhips fell in with the Palmier, ſhe had taken his Majeſty's ſloop the Stork.

This ſquadron captured upwards of forty Dutch ſhips, either employed in carrying out ſtores and proviſions to the French colonies, or returning to Europe laden with their ſugars, coffee, cotton and indigo: moſt of which were declared legal prizes by our Courts of Admiralty. And they likewiſe took a great many from the French, ſome of which were of conſiderable value.

The Thurloe privateer, of St Chriſtopher's, of fourteen guns, and eighty-four men, commanded by Captain Mantle, took the Deux Amis privateer, of Port Louis, of ten guns, and ninety-eight men, off Cape Tiberoon, on the 15th of January. The enemy bore down upon the Thurloe, who was prepared to receive her. After a few broadſides, they endeavoured to make off; upon which the Thurloe gave chace, and ſoon after got along-ſide of the enemy, who, ſeeing no poſſibility of eſcaping, reſolutely boarded the Thurloe on her bow. A moſt deſperate and bloody engagement then commenced, which laſted near three hours, with piſtols, ſwords, hand-grenades, powder-flaſks, and ſtink-pots; at laſt the enemy ſurrendered, when they had only ten men fit for duty. The Thurloe had ten men killed, and twenty-five wounded. They expended in the action, three hundred powder-flaſks, ſeventy-two ſtink-pots, and eleven rounds of great guns and ſmall arms.

## NORTH AMERICA.

The want of ſucceſs in the laſt campaign, had raiſed a great clamour againſt the commander in chief, particularly the Earl of Loudoun; whoſe meaſures, though well intended for the ſervice of his country, had unfortunately raiſed him a number of enemies, both in England and in America: he was therefore recalled, and the command of the land forces conferred on Major-General James Abercrombie. The plan of operations laid down by Lord Loudoun, were formed with too much judgment to be laid aſide. As he had been extremely active in collecting materials, and taking every ſtep in his power to open the campaign with vigour, whenever the ſeaſon would permit; the Miniſtry determined to avail themſelves of the preparations he had made, and once more to make an attempt on Louiſburg; and, that no ſuccours might be thrown into the place, Rear-Admiral Sir Charles Hardy was diſpatched in the Captain man of war, very early in the Spring, to take the command of the ſquadron which had wintered at Halifax; with orders to repair off Louiſburg, and uſe his utmoſt endeavours to prevent the garriſon from receiving ſupplies from Europe.

The frequent thick fogs, however, and hard gales of wind on the coaſt at this ſeaſon of the year, were extremely favourable to the enemy; for notwithſtanding that Sir Charles Hardy repaired off Louiſburg the moment the ſeaſon would permit, the French were ſo fortunate as to ſteal out of Breſt with a ſtrong ſquadron under the command of M. de Chaſſaut, accompanied with ſome troops and ſupplies of every kind, with which they got into Louiſburg unperceived; but not finding there the naval force he expected in that port, and in dread every minute of being blocked up, he haſtened his departure for Quebec; (See the laſt part of Note 137.) Foreſeeing what muſt be the fate of Louiſburg, he wiſhed to take the whole of his ſquadron along with him; but, on the remonſtrances of M. Drucour the Governor, he was prevailed on to leave ſix ſail of the line and ſome frigates under M. de Beauſſier, to aſſiſt in the defence of the place; and with the remainder of his ſquadron to ſail for the river St Lawrence. Sir Charles Hardy had, however, the good fortune to intercept the Foudroyant, being the annual ſhip from France to Quebec, of ſeven hundred tons burden, mounting twenty-two guns, and having on board an immenſe quantity of gun-powder, ſmall arms, cloathing, and dry goods to a very great amount *. Captain Boyle of the Boreas, took, after a ſhort action, the Diana, a French ſhip of war, of thirty-ſix guns. Commodore Durell arrived very early in the ſeaſon at Halifax, having been diſpatched from England, to expedite the military operations there, and to have every thing ready to embark the army, by the time that Admiral Boſcawen, who was now appointed Commander in Chief of the fleet in North America, ſhould arrive.

The Admiral ſailed from Spithead, the 18th of February. The Invincible of ſeventy-four guns, one of his fleet, commanded by Captain Bentley, eſteemed the fineſt of her rate in England, was unfortunately loſt: this accident was occaſioned by her miſſing ſtays, and running on a ſand-bank to the eaſtward of St Helen's: her men, guns, and ſtores were ſaved; but every attempt to ſave the ſhip proved ineffectual. The Dublin, of the ſame force, was immmediately diſpatched after Admiral Boſcawen, to ſupply the place of the Invincible; on board of which ſhip, embarked Major-General Amherſt, who, on the recal of the Earl of Loudoun, was appointed by his Majeſty to the

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* This ſhip ſtood a ſhort action with the Admiral's ſhip. The weather being ſtormy, the Captain could not open her lower ports; when the enemy, taking her for a frigate, were ſome time before they were convinced of their miſtake.

the command of the land-forces deſtined to beſiege Louiſburg*. (See Note 121.) The forty-third regiment protected the back ſettlements of Nova Scotia; and detachments from different regiments, amounting to eight hundred men, were left in garriſon at Halifax, under the command of Major Morris of the thirty-fifth regiment.

On the 28th of May, the Dublin met Admiral Boſcawen coming out of Halifax with his fleet. General Amherſt went immediately on board the Namur, when the command of the army was delivered up to him. The Dublin, being very ſickly, proceeded to Halifax; and, in her, the General ſent the Honourable Colonel Monckton, to take the command of the forces there. The fleet, amounting to one hundred and fifty-ſeven ſail, made for Gabarus-bay, where the general rendezvous was ordered. For ſome days the weather continued fine; and the fleet keeping well together, the general took this opportunity to iſſue ſome orders relative to the diſembarking of the troops, and making good their landing on the iſland of Cape Breton. The weather ſoon after becoming tempeſtuous, the fleet diſperſed; ſo that it was the 2d of June before Admiral Boſcawen, with the greateſt part of the fleet, reached the rendezvous.

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* The following anecdote was related about this time, and averred to be a fact. On the 12th of February, a perſon, accompanied by a meſſenger from the Admiralty, arrived expreſs at Portſmouth, and was immediately introduced to Admiral Boſcawen; concerning whom, the following particulars tranſpired. He had for ſome time been maſter of an Engliſh veſſel, trading from port to port in North America, particularly in the river St Lawrence; but being taken priſoner by the enemy, he was detained near three years, by order of M. de Montcalm, who, on account of his extenſive knowledge of the coaſt, and more particularly of the ſtrength and ſoundings of Quebec and Louiſburg, would not permit him to be exchanged. A reſolution was taken to ſend him to Old France in the firſt packet-boat, there to be confined till the end of the war. He was accordingly embarked, and was the only Engliſh ſubject on board of this veſſel. During the voyage he was admitted into the cabin, where he one day took notice, that they bundled up the packet, and put it into a canvas bag that it might be ready to be thrown overboard upon any appearance of danger. Being conſtrained to put into Vigo, to get ſome proviſions, as alſo, to gain intelligence of the Britiſh in theſe ſeas, they here found Britiſh men of war. The priſoner thought this a proper time for putting the following ſcheme in execution. One night ſeizing the opportunity of all, except the watch on deck, being found aſleep, he took the packet out of the bag; and having fixed it in his mouth, he ſilently let himſelf down into the bay, and, to prevent noi by ſwimming, floated on his back into the wake of the Britiſh ſhips; whe laying hold of a hawſer, he called for aſſiſtance, and was immediately taken o board with the packet. The Captain examined him; treated him with th greateſt civility; gave him a ſuit of his own clothes; tranſcribed the packe which was ſaid to be of the greateſt importance in regard to our ſucceſs in Nort America; and then ſent him poſt over-land to Liſbon with a copy of the Frenc diſpatches, from whence he was brought to Falmouth in a ſloop of war, and immediately ſet out for London. Upon his arrival in town, he was examined b the proper perſons in Adminiſtration, and ſuitably rewarded. By his own deſire, he was immediately ſent to Portſmouth, to go on board the Admiral's ow ſhip upon the expedition to North America.

Major-General Amherſt, with Brigadier-Generals Lawrence and Wolfe, went immediately to reconnoitre the coaſt, and the enemy's poſition. They found the French extremely well prepared to receive them, having a chain of poſts from Cape Noir to the Flat-point, and irregulars from thence to the bottom of the bay. At every place where there appeared a poſſibility of a deſcent being made, batteries of cannon and mortars were erected, and entrenchments thrown up to defend them. But what the Generals found would be a great hinderance to their firſt operations, was the violence of the ſurf, which was ſo great at this time, that it was impoſſible for any boats to land.

Notwithſtanding the formidable appearance of the enemy's defences, the General reſolved, from the obſervations he had been able to make, to order the troops into the boats early next morning, in hopes that, before that time, more tranſports would arrive, and the violence of the ſurf abate. The General's diſpoſition for the deſcent was, to form the troops into three diviſions, and in order to diſtract the enemy's attention as much as poſſible, to ſhow as if they meant to land at three different places at the ſame time. The diviſions on the right and centre were only meant as feints, while that on the left was meant as the real attack. Unfortunately the wind increaſed during the night, which rendered all landing impracticable. That the firſt favourable minute, however, might be embraced, the General ſeveral times cauſed the troops to be put into the boats between this and the 8th, but was as often compelled, from the violence of the ſurf, to order them on board the ſhips again. During this interval, the enemy were extremely buſy in adding to their works, in throwing ſhells, and cannonading the ſhips if they approached the ſhore.

In order to divert the enemy's attention from the intended place of deſcent, the General ordered the twenty-eighth regiment (who were on board of ſloops), to ſail, under convoy, by the mouth of the harbour, to Lorembec; and at the ſame time ſent a proportion of artillery, deſtined for the Light-Houſe point, with orders to make every poſſible ſhew of landing there. On the 8th the army were all in the boats. The diviſion on the left, under Brigadier-General Wolfe, conſiſted of the four oldeſt companies of grenadiers, followed by the light infantry and companies of rangers, ſupported by the Highland regiment, and theſe by the remaining companies of grenadiers. The centre diviſion, under Brigadier-General Lawrence, was compoſed of the fifteenth, twenty-ſecond, thirty-fifth, forty-fifth, regiments, and ſecond battalion of Royal Americans; and were ordered to make a ſhew of landing at the Freſh-Water Cove. The diviſion on the right, under Brigadier-General Whitmore, was compoſed of the ſecond battalion of the Royal regiment, the ſeventeenth, forty-ſeventh, forty-eighth, fifty-eighth regiments, and third battalion of Royal Americans; and were ordered to row towards the White-point, as if intending to force a landing there.

Commodore Durell having explored the coaſt, by order of Admiral Boſcawen, gave it as his opinion, that the troops might land in the bay on the left, without any damage from the ſurf, under cover of the frigates. Accordingly, the Kennington and Halifax were ranged on the left; the Diana, Gramont, and Shannon in the centre; and the Sutherland and Squirrel on the right. As ſoon as the covering ſhips were ſtationed, they began a warm cannonade on the enemy's works; which having continued about a quarter of an hour, the diviſion under General Wolfe began to row, in extreme good order, for the ſhore. The enemy did not throw away a ſingle ſhot, but waited till the troops approached the land; when, pouring upon them the whole fire of their cannon and muſquetry, almoſt every ſhot took place. The ſurf aided their efforts; but the calmneſs and intrepidity of Brigadier-General Wolfe got the better of all obſtacles. The men jumped into the water, and haſtened to the ſhore. He formed them upon the beach: when they inſtantly attacked the enemy with ſuch impetuoſity with fixed bayonets, as to drive them from their poſts in great confuſion. The ſurf was ſo violent, that ſeveral boats were overſet, and others daſhed in pieces; by which many men were drowned, and almoſt all the ammunition damaged.

When General Wolfe had thus made good the landing, the centre diviſion moved towards the left, and the right followed the centre. The boats returned to the tranſports with great diſpatch; and, before night, all the troops were landed. Scarce was this done, when the wind roſe ſo high, and the ſurf increaſed ſo much, that all communication with the fleet was cut off. The enemy, in their flight, left behind them three twenty-four pounders, ſeven nine-pounders, and ſeven ſix pounders, two mortars, and fourteen ſwivels, which they had placed along ſhore, to prevent our landing. The weather continued ſo tempeſtuous for ſome days, that nothing could be got on ſhore to commence the operations of the ſiege.

On the 12th, the General having received intelligence, that the enemy had deſtroyed the grand battery, and called in their out-poſts, detached Brigadier-General Wolfe, with twelve hundred men, round the N. E. harbour, to the Light-houſe point. Here he took poſt, and ſoon after erected batteries, which played with great ſucceſs on the Iſland battery and the ſhipping, and greatly facilitated the operations before the town.

From the extreme badneſs of the weather, the ſiege at firſt went on very ſlowly; ſo that it was the 13th, before the General could break ground before the place; when the enemy made a ſally on the workmen, but were inſtantly drove back. The ground being rough in ſome places, and ſwampy in others, occaſioned an infinite deal of labour and fatigue to the troops; and the enemy's ſhips in the harbour keeping up an inceſſant fire on them while at work, it was the 19th in the evening,

before

before a battery could be opened; at which time the enemy fired very briſkly. By the 25th, the Iſland battery was ſilenced; its own fire had greatly contributed to its ruin: ſo that General Wolfe found it only neceſſary to leave a detachment of artillery at the Light-houſe-point, in order to keep the Iſland battery in ruins. He returned with a great part of his corps to the camp before the town, and formed an attack on the weſt gate, where he made moſt rapid advances, and erected ſome batteries that played with great ſucceſs on the town and ſhipping. And the Admiral, ever ready to promote the public ſervice, landed his marines, which were formed into a battalion, and joined the army before the town.

On the 28th, the enemy ſunk a ſhip of the line and two frigates acroſs the mouth of the harbour, to hinder the Britiſh fleet from entering it.

On the 9th of July, they made a fortie at night; and, though drunk, ſurprized a poſt, but were preſently beat back with loſs. In this ſkirmiſh the Earl of Dundonald was killed, and ſome grenadiers made priſoners.

The army underwent great fatigues in carrying on the approaches, which were now conſiderably advanced, when a lucky accident happened, that gave them conſiderable relief, and greatly diſtreſſed the enemy. On the 21ſt, the Entreprenant of ſeventy-four guns took fire, from ſome powder blowing up on board of her. The exploſion was great, and ſoon caught the ſails of two more ſhips. They all burnt with great fury, our batteries playing on them the whole time, which contributed very much towards their deſtruction. This was an irreparable loſs to the enemy. Next day more batteries opened; and the approaches were advancing faſt to the covered-way. The fire from the enemy's only two remaining ſhips gave them ſome trouble; but the Admiral, who had along done every thing in his power to ſecond the operations of the ſiege, reſolved to remove this inconvenience. In the night of the 25th of July, he ſent into the harbour ſix hundred ſailors, under the command of Captains Laforey and Balfour, to take or burn the before-mentioned ſhips. This they gallantly and ſucceſsfully executed, in ſpite of the fire from the ſhips, the Iſland battery, Point Rochefort, and the town.

Captain (the late Rear-Admiral Sir John) Laforey boarded the Prudent of ſeventy-four guns, and carried her; but ſhe being aground, he could not bring her off; on which he ſet her on fire. Captain Balfour attacked the Bienfaiſant of ſixty-four guns, took her, and towed her into the N. E. harbour.

This ſtroke was concluſive; for the Admiral, going aſhore, informed General Amherſt, that he would ſend ſix ſhips of the line next day into the harbour. But at that moment the General received a letter from the Governor, deſiring to capitulate on honourable terms. To which General Amherſt returned the following anſwer:—

"In anſwer to the propoſal I juſt now had the honour to "receive from your Excellency, by the Sieur Lopinot, I have "only to tell your Excellency, that it hath been determined "by his Excellency Admiral Boſcawen and me, that his ſhips "ſhall go in to-morrow to make a general aſſault upon the "town. Your Excellency knows very well the ſituation of "the army and fleet; and as his Excellency the Admiral, as "well as I, is very deſirous to prevent the effuſion of human "blood, we give your Excellency one hour, after this, to de-"termine to capitulate as priſoners of war, or to take upon "you all the bad conſequences of a defence againſt this fleet "and army. And I have the honour to be, &c.

"JEFF. AMHERST."

The Governor, ſoon after, returned the following anſwer to General Amherſt:

"To anſwer your Excellency in as few words as poſſible, I "have the honour to repeat to you, that my reſolution is ſtill "the ſame, and that I will ſuffer the conſequences, and ſuſ-"tain the attack you ſpeak of. And I have the honour to "be, &c."

"LE CHEV. DE DRUCOUR."

Not long after the delivery of this epiſtle, however, the Governor altered his opinion. Having duly conſidered of Admiral Boſcawen's intention of ſending in ſome of his fleet to batter the town; that the defences of the place on the landſide were in a moſt ruinous condition; that all the French ſhips of war were either taken or deſtroyed; and that any oppoſition he could make, would not be ſufficient to prevent the Britiſh ſhips from entering the harbour; and perceiving, at at the ſame time, that General Amherſt was preparing to attack the covered-way, he did not chuſe to riſk the conſequences of a general aſſault. Towards evening, therefore, the Sieur Lopinot returned; and a capitulation was agreed on, by which the garriſon were made priſoners of war, (See Note 122.)

On this glorious event, Admiral Boſcawen wrote the following letter to Mr Cleveland, Secretary to the Board of Admiralty.

"SIR, "*Namur, Gabreuſe-bay, July 27th*, 1758.

"I will not trouble you with a particular detail of the landing and ſiege; but cannot help mentioning a particular gallant action, in the night between the 25th and 26th inſtant. The boats of the ſquadron were in two diviſions, commanded by the Captains Laforey and Balfour, to endeavour either to take or burn the Prudent of ſeventy-four guns, and the Bienfaiſant of ſixty-four, the only remaining ſhips in the harbour; in which they ſucceeded ſo well, as to burn the former, ſhe being aground, and take the latter and tow her into the N. E. harbour, notwithſtanding they were expoſed to the cannon and muſketry of the Iſland battery, Point Rochefort, and the Town, being favoured with a dark night. Our loſs was inconſiderable; ſeven men killed, and nine wounded.

"I have given the command of the Bienfaiſant to Captain Balfour, and the Echo frigate to Captain Laforey. Mr Affleck and Mr Bickerton, Lieutenants, who boarded the Bienfaiſant,

"enfaiſant, ſucceed theſe gentlemen in the Ætna fire-ſhip, and "Hunter ſloop.

"I have only farther to aſſure his Majeſty, that all the "troops and officers, both ſea and land, have ſupported the "fatigues of this ſiege with firmneſs and alacrity. And I "am," &c.

The Admiral diſpatched the honourable Captain Edgecumbe with his letters on this occaſion; and the General ſent his brother and Aid-du-camp, Captain William Amherſt, with his. They met with a moſt gracious reception from the King, at whoſe feet they laid the enemy's colours, belonging to the French regiments ſurrendered at Louiſburg. His Majeſty was pleaſed to order five hundred pounds to be given to each of theſe gentlemen, and the colours to be lodged in the Cathedral Church of St Paul's. They were accordingly carried with great military pomp from the palace of Kenſington into the city, and hung up in that church, in honour of this conqueſt.

Immediately after the ſurrender of Louiſburg, Admiral Boſcawen detached Sir Charles Hardy with ſeven ſail of the line, to the gulph of St Lawrence, to deſtroy the French ſettlements at Miramichi, Gaſpeé, &c. He was accompanied by Brigadier-General Wolfe, with three battalions of land forces, and ſome artillery. Sir Charles Hardy had orders to endeavour to intercept the French ſquadron, expected every day from Quebec. Having completely performed the ſervice they were ordered on, Sir Charles Hardy and the General returned with the ſquadron and troops to Louiſburg. Some ſhips were ſent to the iſland of St John's, in the gulph of St Lawrence, and a detachment of troops under Lieutenant-Colonel Lord Rollo, to ſee the capitulation complied with, and to garriſon that place.

General Amherſt, as ſoon as he heard of General Abercrombie's repulſe at Ticonderago, embarked with ſix battalions; and under convoy of the Captain man of war, proceeded to Boſton; when he diſembarked his troops, and marched through the woods to the General's camp at Lake George.

Admiral Boſcawen, having ſettled all the neceſſary matters at Louiſburg, ſailed for England with a part of the ſquadron, leaving Rear-Admiral Durell with the remainder to winter in America; with orders, to enter the river St Lawrence, as early as poſſible next ſpring, to prevent any ſupplies from being thrown into Quebec. Part of Admiral Boſcawen's ſquadron being ſeparated from him on the paſſage, there remained in company, on the 27th of October, only the Namur, Royal William, Somerſet, and Bienfaiſant, of the line of battle; with the Boreas, Trent, and Echo frigates, and two fire-ſhips. The Bienfaiſant was provided but with a few rounds of powder, ſo that only the three firſt mentioned ſhips could come into action. On that day, the Admiral being in the channel ſoundings, fell in with the French ſquadron from Quebec, under the command of M. de Chaffaut, conſiſting of five ſhips of the line of battle*, one frigate, and the Carnarvon Britiſh Eaſt India ſhip, which they had taken the day before. The enemy being on the contrary tack, paſſed the Engliſh ſquadron very near to leeward, and diſcharged their broadſides in paſſing, which were returned by ſome of the ſhips; but the wind blowing hard, the motion of the ſhips, moſt of whom could not open their lower ports, rendered this ſhort action of little effect.

Admiral Boſcawen, who was not in the leaſt intimidated at the apparent ſuperiority of the French ſquadron, immediately changed his courſe, and ſtood after them. The night was very tempeſtuous; but next morning, the enemy were again diſcovered, and then conſiſted of only four ſhips of the line and a frigate, one of them having loſt company. The Admiral had alſo the misfortune to loſe ſight of all his frigates. The chaſe, however, was renewed with the greateſt ardour; and, although the ſquadrons were very near each other, the Admiral had the mortification to find that his ſhips did not gain ground on the enemy, who fled with all the ſail they could carry. However, the Eaſt India ſhip was retaken. One of the French line of battle ſhips, having received ſome damage, ſeparated from the others the night following; which was the cauſe of her capture, a few days afterwards, in the Briſtol channel*. The Admiral, after uſing every effort in vain to overtake the enemy, arrived at Spithead on the 1ſt of November.

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* The Tonnant of eighty, Intrepide and Hero of ſeventy-four, Prothée and Belliqueux of ſixty-four guns.

The conqueſt of Cape Breton was not more advantageous to the nation, than it was glorious to the commanders; to whom the Houſe of Commons unanimouſly reſolved to give their thanks†. This reſolution was tranſmitted by a letter from the Speaker to Major-General Amherſt; and, as Admiral Boſcawen was a member of that Houſe, on the 12th of December the Speaker addreſſed him as he ſtood in his place, in the following words:

"Admiral Boſcawen,—The Houſe have unanimouſly reſolved, that their thanks ſhould be given to you, for the ſervice you have done your King and country in North America; and it is my duty to convey their thanks to you.

"I wiſh it could be in a manner ſuitable to the occaſion, and as they ought to be given you, now ſtanding in your place as a member of this Houſe.

"But were I able to enumerate and ſet forth, in the beſt manner, the great and extenſive advantages accruing to this nation from the conqueſt of Louiſburg, with the iſlands of Cape Breton and St John; I could only exhibit what has already been, and is the genuine and uniform language of every part of the kingdom.

"Their joy, too, has been equal to their ſentiments on this intereſting event: and in their ſentiments and joy they have carried their gratitude alſo to you, Sir, as a principal inſtrument in theſe moſt important acquiſitions.

"You are now, therefore, receiving the acknowledgements of the people, only in a more ſolemn way, by the voice, the

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* The Belliqueux of ſixty-four guns, taken by the Antelope of fifty, off Ilfracombe.

† December 6th, 1758.

"general voice of their repreſentatives in Parliament—the moſt "honourable fame that any man can arrive at, in this, or any "other country. It is, on theſe occaſions, a national honour, "from a free people; ever cautiouſly to be conferred, in order "to be the more eſteemed, to be the greater reward; and which "ought to be reſerved for the moſt ſignal ſervices to the ſtate, "and the moſt approved merit in them; ſuch as this Houſe has "actually, and very lately, made their objects of public thanks.

"The uſe, I am perſuaded, you will make of this juſt teſti- "mony, and high reward of your ſervices and merit, will be, "the preſerving in your own mind, a laſting impreſſion of "what the Commons of Great Britain are now tendering to "you, and in a conſtant continuance of the zeal and ardour "for the glory of your king and country, which have made you "deſerve it.

"In obedience to the commands of the Houſe, I do, with "great pleaſure to myſelf, give you the thanks of the Houſe, "for the ſervice you have done to your king and country in "North America."

Upon which, Admiral Boſcawen ſaid,

"Mr Speaker,—I am happy in having being able to do my "duty; but have not words to expreſs my ſenſe of the diſtin- "guiſhing reward that has been conferred on me by this Houſe; "nor can I enough thank you, Sir, for the polite and elegant "manner, in which you have been pleaſed to convey to me the "reſolution of the Houſe." *

The taking of Louiſburg in the manner now deſcribed, was a ſevere blow to the enemy. Beſides the loſs of the place itſelf, that of ſix men of war of the line and four frigates, was alone an object worth ſending an armament againſt it; and ſuch a ſtroke given to the French marine, was of the greateſt importance, and ſeverely felt. To the Britiſh colonies, the conqueſt of Louiſburg was of the higheſt importance, as from this place, multitudes of privateers had ſallied out, and had in a great meaſure deſtroyed not only the coaſting intercourſe of the colonies

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* Votes of the Houſe of Commons, December 12th, 1758.

lonies with each other, but even that of the mother country with them. To the French themſelves, the loſs was beyond deſcription great, it being in a manner a key to all their northern colonies, as it was almoſt the only harbour they had in North America, that could admit of their ſhips of war, and thereby afford protection to their fiſheries. This, with the deſtroying of Miramichi, Gaſpée, &c. in the gulph of St Lawrence, and the Britiſh being in poſſeſſion of the iſland of St John's, put an end to their fiſhery; a branch of trade, formerly extremely beneficial to them, and in which they employed a great many ſhips annually. Great Britain can never pay too much attention to her fiſheries in this and other parts of the world. A market ought carefully to be ſought for, and every encouragement held out to the merchants, to give a preference to the fiſh ſold by Britiſh ſubjects. We ought always to have in remembrance alſo, that this trade is one of the beſt nurſeries for ſeamen; a circumſtance alone, if no other advantage attended it, of ſufficient importance to a country, whoſe conſequence, its rank, and even its exiſtence as a ſtate, depend entirely on the flouriſhing condition of its navy.

## AFRICA.

THE project of attacking the French ſettlements on the coaſt of Africa, was firſt ſuggeſted by Mr Thomas Cumming, a Quaker. He had made ſeveral voyages to Portenderrick, in the neighbourhood of the French ſettlements at Senegal, where he contracted a perſonal acquaintance with the Mooriſh King of Legibelli. This Prince, from ſome inſult or neglect received from the French Governor at Senegal, was extremely exaſperated againſt the French nation, and aſſured Mr Cumming, he was extremely well diſpoſed towards the ſubjects of Great Britain, and would aſſiſt, with all his power, any armament their King ſhould think proper to ſend againſt Gorée and Senegal. In caſe of ſucceſs, he promiſed to grant an excluſive trade to the ſubjects of his Britannic Majeſty. Mr Cumming, being a ſenſible intelligent man, conſidered this propoſal well; procured the beſt information relative to the ſtate of the French factories; and, learning that hoſtilities were commenced between Great Britain and France, he formed a plan for reducing them, with which he repaired to London, and communicated it to the then Adminiſtration. This plan was laid before the Board of Trade, where Mr Cumming was very ſtrictly examined; and he gave ſuch ſatisfactory and minute details of the French ſettlements, their ſituation, ſtrength and commerce, that the Board approved much of the deſign.

After ſuch high approbation, Mr Cumming thought that his deſigns would be put in immediate practice. But this patriotic quaker had ſtill many mortifications and diſappointments to encounter, before he could bring this about: nor could he ever fully accompliſh it, as the Miniſtry ſtarved his plan, by ſtriking off one large ſhip from his requiſition; and in lieu of ſix hundred land forces, which he required, the Lords of the Admiralty allotted only two hundred marines for this ſervice; a meaſure they had reaſon to repent of afterwards.

At length, and after repeated applications, in the year 1757, he obtained an order, that the two annual ſhips bound to the coaſt of Guinea, ſhould be joined by a ſloop and two buſſes; and that they ſhould make an attempt on the French ſettlement in the river Senegal. This armament was detained ſo long in England by contrary winds, that the ſeaſon was too far advanced to admit of any chance of ſucceſs. The Miniſtry therefore countermanded what they had very unwillingly granted. Mr Cumming would have had all his toils and ſolicitations to have gone through again, if a change of Adminiſtration had not taken place. But Mr Pitt, perceiving Mr Cumming's plan to be fraught with the moſt beneficial conſequences to the nation, and it being now powerfully ſeconded by Mr Samuel Touchet, a conſiderable merchant in the city of Londod, to whom Mr Cumming had communicated the ſcheme; the enterprize was once more adopted, and reſolved to be put in execution.

The ſquadron allotted for this ſervice, was commanded by

Captain Henry Marſh, and conſiſted of one ſhip of the line, one of fifty guns, a frigate, a ſloop, two buſſes, (See Note 124.) and ſome ſmall armed veſſels hired by Government, that carried from four to eight guns, which were manned and officered from the ſquadron. The land forces conſiſted of two hundred marines, under the command of Major Maſon; a detachment of artillery, commanded by Captain Walker; ten pieces of cannon, eight mortars, and a conſiderable quantity of warlike ſtores and ammunition. Mr Cumming, the chief promoter of this expedition, went on board the ſquadron, which ſailed from Plymouth March 9th 1758.

In their paſſage, they touched at the iſland of Teneriffe, where, while the ſhips were ſupplying themſelves with wine and water, Mr Cumming, in the Swan ſloop, proceeded to Portenderrick, being charged with a letter of credence to his old friend the King of Legibelli. Unfortunately, his Majeſty was at this time a conſiderable way up the country, carrying on a war againſt a neighbouring Prince. The Queen Dowager, who remained at Portenderrick, gave Mr Cumming to underſtand, that ſhe could not at preſent ſpare any troops to join the Britiſh forces going againſt Senegal: but one of the chief men of the coaſt diſpatched a meſſenger to inform the King of their arrival on the coaſt, and their deſign. This man declared, that he would with all poſſible haſte raiſe a body of three hundred ſoldiers to join the Britiſh, and aſſured Mr Cumming, that the King would ſend a detachment from his army to ſecond their efforts againſt the French. Juſt at this time, Captain Marſh and the ſquadron arrived; and being apprehenſive that the enemy might gain intelligence of his deſign, and take precautions accordingly, he reſolved not to wait for the Mooriſh auxiliaries, but to proceed immediately to Senegal.

On the 22d of April, he weighed from Portenderrick, and next day got off the mouth of the river Senegal, when he perceived the French flag flying on Fort Louis, which is ſituated on an iſland in the midſt of the river, about twelve miles above the bar. Here the Commodore made prize of a Dutch ſhip richly laden with gum, and came to an anchor with the fleet.

The enemy having got notice of the Commodore's intentions, had armed a brig and ſix ſloops with cannon, and poſted them behind the bar, to defend the entrance of the channel. Theſe gave ſome annoyance to the boats in ſounding. While this ſervice was performing, the troops, artillery, tents, ſtores, and ammunition, were put on board the ſmall craft, to be ready to proceed as ſoon as the channel was diſcovered. This being accompliſhed, the Swallow ſloop, the two buſſes, and armed veſſels, got under weigh on the 29th; and the wind, which generally blows down the river, chopping about, our veſſels led with a flowing ſail. Fortunately, the Swallow ſloop and Portſmouth buſs, with moſt of the ſmall armed veſſels, got ſafe acroſs the bar, and immediately made towards the enemy's ſhips; who at firſt ſeemed reſolved to wait for them, but, on their nearer approach, fled under the guns of the fort. The London buſs and ſome veſſels with troops, all the tents, and ſome artillery, were unfortunately wrecked in croſſing the bar.—Luckily no lives were loſt: the ſoldiers made for the ſhore, where they were immediately joined by their companions from the veſſels which had got ſafely over the bar. Theſe bringing ammunition and entrenching tools along with them, ſet immediately to work, and raiſed ſome entrenchments for their ſecurity againſt the natives, who appeared to be very numerous; which precaution proved unneceſſary, as, inſtead of being hoſtile, they came in and ſubmitted in great numbers.

Next day, the Commodore reinforced the land-forces with a corps of three hundred and fifty ſeamen; ſoon after, the French Governor ſent two officers with a flag of truce, with terms on which he propoſed to ſurrender: a few alterations having been made by Captain Marſh and Major Maſon, the place ſurrendered. (See Note 124.) This capitulation was finiſhed the 1ſt of May; and, in conſequence of it, Captains Campbell and Walker were ſent up with a flag of truce, to ſee the articles ſigned and fulfilled. They were much retarded by the rapidity of the ſtream. At laſt, getting near a battery, they hoiſted their flag, and beat the chamade for near an hour; but no notice being taken of them, they rowed down the river again to the intrenchment; where they learnt, that the negroes on the iſland were in arms, and had blocked up the French in the fort, as they did not think themſelves properly ſecured, either in their perſons or property, by the capitulation. This was ſoon after confirmed by a letter from the French Governor to Major Maſon, informing him, that unleſs the French Director-General ſhould be permitted to remain with the natives, as a ſurety for that article of the capitulation in which they were concerned, they would allow themſelves to be cut in pieces, rather than ſubmit. This requeſt being granted, the Britiſh forces marched for Fort Louis, attended by a number of boats. The French ſeeing them advance, immediately ſtruck their flag; and Major Maſon took poſſeſſion of the fort, in which was a garriſon of two hundred and fifty men, officers included.—Ninety-two pieces of cannon were found in the fort and batteries, and ſixteen veſſels were delivered up, moſt of them laden. The effects found here, in gold, gums, goods, and prize ſhips, amounted to the value of 200,000l. If the Governor of this place had waited only a few days longer before he made an offer to ſurrender, the enterprize muſt have been abandoned, as moſt of the requiſites for a ſiege were loſt in croſſing the bar.

The whole country round, is one continued burning ſand, and water both ſcarce and unwholeſome. As the men had not a tent to ſhelter themſelves with, they were expoſed to the ſcorching heat of the ſun in the day, and heavy dews in the night. The climate, ſo fatal to Europeans even in better circumſtances, muſt ſoon have made ſuch havock among this little band of troops, that few would have returned on ſhip-board again; while the French were nearly as numerous as the Britiſh regular troops, when they took poſſeſſion of the ſettlement.

The Engliſh had formerly ſettlements here, but were driven from them by the French, who engroſſed the whole trade from Cape Blanco to the river Gambia; a tract of land near five hundred miles in extent. The Dutch were the firſt who ſettled at Senegal, where they erected two forts. The French made themſelves maſters of them in 1678. In the year 1692, the

Engliſh took them; but, in the following year, the French once more got poſſeſſion of them, and had kept them ever ſince. They built Fort Louis in 1692, which is ſituated on an iſland about twelve miles from the bar at the mouth of the river Senegal. They have eſtabliſhed ſeveral factories on the banks of this great river, particularly at Podore and Galam; the former ſituated four hundred, and the latter nine hundred miles farther up the river: all theſe were included in the capitulation. Of gum ſenega, the produce of this country, a great quantity is uſed by the Britiſh manufacturers. This valuable article being wholly in the poſſeſſion of the enemy, the Britiſh merchants were compelled to buy it at ſecond hand from the Dutch, who, knowing the importance of this commodity, exacted moſt exorbitant profits. Several very valuable articles are likewiſe brought here by the natives, ſuch as, gold-duſt, elephants teeth, hides, cotton, bees-wax, ſlaves, oſtrich feathers, indigo, ambergris and civet; ſo that Great Britain, at a very ſmall expence, and without the loſs of a man, found herſelf poſſeſſed of a moſt valuable conqueſt, which, if properly managed, might prove of the higheſt importance to her commerce, and the ſource of very great wealth. It is to be hoped, for the honour of Great Britain, that Mr Cumming, to whoſe zeal, ſagacity, and perſeverance, this important acquiſition is entirely owing, was liberally rewarded. Certainly much was due to a man, who, to ſerve the public, had not only neglected his private concerns, but hazarded his life in the execution of an enterprize he had ſo wiſely planned *.

After ſecuring the fort, batteries and ſtore-houſes, the corporation and burghers of the town of St Louis ſubmitted, and ſwore allegiance to his Britannic Majeſty. The neighbouring Princes, attended by large and uncouth retinues, vied with each other in paying their earlieſt compliments to, and in concluding treaties with, the conquerors; and the King of Legibelli ſent an ambaſſador from his camp to Major Maſon, with preſents, compliments of congratulation, and aſſurances of friendſhip. The number of free independent Negroes and Mulattoes

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* Mr Cumming was gratified with a handſome penſion during life.

toes ſettled on the iſland of St Louis, or Senegal, amounted to three thouſand; and many enjoyed ſlaves and poſſeſſions of their own. The enemy's colonies in the Weſt Indies ſoon felt the effects of the loſs of Senegal, as they were chiefly ſupplied with negro ſlaves from thence.

As ſoon as matters were properly ſettled at Senegal, Captain Marſh, agreeable to his orders, prepared to attack the iſland of Gorée on the ſame coaſt, about thirty leagues to the ſouthward of Senegal. Having ſent away the French garriſon for Europe; and leaving a ſufficient land-force under Major Maſon in the fort, with ſome ſmall armed veſſels for the protection of the trade; he ſailed with the ſquadron the 17th of May; and on the 24th, got cloſe to the iſland of Gorée, and the ſhips, having ſprings on their cables, he began a warm cannonade on the place. At firſt the enemy were much alarmed, and made but a poor defence: but, finding that the fire from the ſquadron made little or no impreſſion upon the works, they returned to their guns, and redoubled their efforts. After the ſhips had lain two hours and a half before the place, Captain Marſh was forced to make the ſignal to cut their cables and retire, their rigging, maſts, yards and hulls being conſiderably damaged; beſides having about twenty men killed, and forty wounded. This check, adminiſtration were ſenſible, was entirely owing to the ſmallneſs of the force ſent againſt the place; and as they were determined to follow up the plan laid by Mr Cumming for ſubjecting the French ſettlements on the African coaſt, they, towards the end of the year, came to the reſolution of ſending out a ſtrong armament to accompliſh this important deſign, and which Commodore Marſh, for want of ſufficient force, had not been able to accompliſh.

The Naſſau, Swan ſloop, and Portſmouth buſs, returned with the trade bound for England; and, ſoon after, the Harwich fell in with a private French ſhip of war, called the Comte de St Florentine, of ſixty guns. Captain Marſh exchanged ſome broadſides with the enemy, when they made off: and his rigging being much cut, he could not, with all his endeavours, overtake the enemy. Captain Marſh ſoon after ſailed for Jamaica, taking the ſhips for that iſland under his convoy; as the Rye had, ſome time before, taken the trade for the Leeward iſlands.

The ſucceſs which had attended Mr Cumming's plan at Senegal, and the advantages accruing therefrom to the commercial intereſt of Great Britain, were ſo conſiderable, that Adminiſtration were now determined to attack the iſland of Gorée, the only remaining ſettlement the French had on the coaſt of Africa. The Honourable Auguſtus Keppel, brother to the Earl of Albemarle, was pitched upon to command the ſquadron deſtined for this ſervice, which conſiſted of four ſhips of the line, one of fifty, one of forty-four guns, two frigates, a ſloop, and two bomb-ketches. (See Note 125.) Commodore Keppel was ordered to repair to the harbour of Cork in Ireland, for the land-forces which were to make a part of the expedition. Theſe conſiſted of the ſecond battalion of Lord Forbes's regiment, and ſome piquets from other corps; the land forces were commanded by Lieutenant-Colonel Worge, who had lately been appointed Governor of Senegal.

The Commodore, when in Cork harbour, gave out ſailing orders and rendezvouſes for his fleet, and ſailed from thence on the 26th of October; but, by contrary winds, was forced to return to port. However, they finally ſailed on the 11th of November. The weather, as might be expected at that ſeaſon of the year, was extremely boiſterous, accompanied frequently with thick fogs; it cleared, however, on the morning of the 29th, which proved the means of preſerving the fleet from inevitable deſtruction, the coaſt of Barbary being then perceived to be cloſe under their lee. This was the more extraordinary, as, by their reckoning, they thought themſelves fifty leagues to the weſtward of it; which can only be accounted for, from the imperfect obſervations they had been able to make in the thick weather, and from a ſtrong current ſetting to the eaſtward. The ſquadron all got clear of this danger, except the Litchfield, and a tranſport; of whoſe misfortunes the reader will find a particular account in the Appendix. (See the latter part of the laſt mentioned Note.)

On the 14th of December, the ſquadron anchored in the road of Santa Cruz, one of the Canary iſlands, where they repaired all their damages; and having taken in a ſufficiency of wine, they ſailed from thence on the 26th, and on the 28th, in the morning, got ſight of the iſland of Gorée.

The Commodore ſent a frigate ahead with French colours hoiſted, with orders, as ſoon as ſhe came open with the iſland, to hoiſt a Britiſh enſign at the mizen-peak, being the French ſignal for that day, in order to deceive the enemy; but they took no notice of it. The reaſon why they did not, was, that the ſquadron had neglected to ſalute the fort: for although the ſhips had all hoiſted French colours, and the enemy were in daily expectation of a fleet from France, this omiſſion made them conjecture, that the ſhips in ſight were not friends. The Commodore ſoon put the matter beyond a doubt; for, geting abreaſt of the iſland about two o'clock, he hauled down the French and hoiſted Britiſh colours; and at three o'clock, he came to an anchor with the ſquadron in Gorée road, in eighteen fathoms water, the iſland bearing S. W. by S. about four miles diſtant.

The Saltaſh ſloop, and the tranſports having the troops on board, were ordered down to a bay between Point Gorée and Point Barrabas, it being the moſt convenient place for troops to row from, in caſe their aſſiſtance had been wanted. The Commodore loſt not a moment in putting his orders in execution; and having reconnoitred the place, he reſolved to attack it with the ſhips on the weſt ſide; not becauſe it was the weakeſt, but being the lee ſide; by which means ſuch of the ſhips as ſhould have the misfortune to have their cables ſhot away, might without any danger put to ſea, and by beating to windward, be enabled to get into action again.

Early in the morning of the 29th, the flat-bottomed boats, manned by the ſquadron, were ſent to the tranſports, into which the troops were ordered to embark, and, when the Commodore made the ſignal for that purpoſe, to land on the iſland of Gorée.

The Commodore made the following diſpoſition of his ſquadron: the Prince Edward he ordered againſt the north point of the iſland, and to cover the Firedrake bomb; the Naſſau led the van of the line-of-battle ſhips, and was ordered to bring up abreaſt of St Peter's battery of five guns; the Dunkirk to bring up abreaſt of a battery a little to the northward of the former; the Torbay to bring up abreaſt of the weſt point battery of five guns, and the corner of the upper fort; the Fougueux to bring up abreaſt of the mortar battery of eight guns and two mortars, and alſo to cover the Furnace bomb. As ſoon as the firſt ſhip had dropped her anchor from her ſtern, ſhe was to hoiſt a pendant from the mizen peak, as a ſignal to the ſhip immediately aſtern of her that ſhe had brought up. Thus the ſecond was to acquaint the third, and ſo on of the reſt; and the Captains were ordered not to fire a gun till each was abreaſt of her ſtation, and moored both head and ſtern.

About nine o'clock, the Prince Edward, and Firedrake bomb, bore down on the iſland, and began the attack. The enemy, not obſerving any ſhip coming to ſecond the Prince Edward, brought all the guns they could to play upon her.

The Commodore, obſerving that the Firedrake bomb threw moſt of her ſhells over the iſland, by overcharging their mortars, an error which thoſe on board could not perceive, he ſent an officer on board the Furnace bomb, with orders for them to avoid the ſame miſtake; by which means, moſt of the ſhells thrown by her did execution.

The Naſſau, Dunkirk, and Torbay, having at length got into their ſtations, ſoon called the enemy's attention from the Prince Edward, by a cloſe and well directed fire. But the wind beginning to fall towards the middle of the day, the Fougueux could not get ſo ſoon to her ſtation as the other ſhips; and the Furnace bomb falling on board of her, retarded her a conſiderable time. At laſt ſhe got placed, and powerfully ſeconded the other ſhips. This cannonade was too dreadful for the enemy long to withſtand, and they accordingly ſtruck their colours.

On this the firing ceaſed, and the Commodore ſent an officer and his ſecretary to the Governor, who, before they could land, ſpoke to them from the beach, and deſired to know on what terms the Commodore propoſed he ſhould ſurrender. The officer told him, he thought he had ſurrendered, as he had ſtruck his colours. The Governor replied, that he meant it only as a ſignal for a parley. Upon being told, the Commodore was determined that the place ſhould ſurrender at diſcretion; M. de St Jean ſaid, he knew how to defend himſelf. The officer replied, the Commodore would fire one gun over the iſland, after which he might renew the attack whenever he pleaſed. Upon this, the boat returned with all ſpeed on board the Commodore; who, upon being informed of what had paſſed, fired the gun over the iſland, and made a ſignal to renew the action. The enemy fired only a few guns, when the ſhips poured their broadſides with redoubled fury on them; whereupon the enemy fled from their guns, ſtruck their regimental colours, and called for quarter from every part of the iſland. The Commodore took immediate poſſeſſion of it, by landing his marines, who hoiſted Britiſh colours on the fort.

The letter which Commodore Keppel wrote to Mr Secretary Pitt on this occaſion, gives a very modeſt account of this very brilliant action. It is as follows:

"Sir,

"I arrived here, with the ſquadron under my command, "on the 28th of December, in the evening; and next morn- "ing, agreeable to his Majeſty's inſtructions, I attacked, with "the ſhips, the forts and batteries on the iſland of Gorée, "which were ſoon reduced to deſire to capitulate: and the "Governor's demands were, to be allowed to march the "French troops out of the garriſon with the honours of war. "His terms I abſolutely rejected, and began a freſh attack. "It was, however, of very ſhort duration, when the iſland, "forts, garriſon, &c. ſurrendered at diſcretion to his Majeſ- "ty's ſquadron.

"Lieutenant-Colonel Worge had his troops embarked in "flat-bottomed boats, in good order and readineſs, at a pro-

“ per diſtance, with the tranſports, to attempt a deſcent, when it ſhould be found practicable or requiſite.

“ Two days after the ſurrender of the iſland, I ordered it to be delivered up, with the cannon, artillery, ſtores, proviſions, &c. found in it, to the officer and troops Lieutenant Colonel Worge thought fit to garriſon the place with: and the Colonel is taking all imaginable pains to ſettle and regulate the garriſon in the beſt manner, and as faſt as things will admit of.

“ The incloſed, Sir, is a ſtate of the iſland, with the artillery, ammunition and proviſions found in the place at its ſurrender.

“ French made priſoners of war, about three hundred: Blacks in arms, a great number, but not well enough informed yet to ſay preciſely. Loſs of the enemy, as to men, ſo very differently ſtated by thoſe who have been aſked, that I muſt defer ſaying the number.”

During the attack, many thouſand negroes lined the African ſhore, from which Gorée is but a few miles diſtant, to behold ſuch a new ſcene as floating caſtles ſubduing thoſe they had long looked upon as invincible. Whilſt the ſhips were thundering againſt the iſland, their aſtoniſhment is inexpreſſible.

The loſs of men we ſuſtained in this attack, was very inconſiderable: Lieutenant Weſt, of the Prince Edward, was ſeverely wounded.

The joy of the nation on occaſion of this conqueſt, was in ſome meaſure damped, by the accounts of the Litchfield, and a tranſport with troops, belonging to the ſquadron, being wrecked on the coaſt of Barbary, in the Emperor of Morocco's dominions; the Britiſh being too brave and generous, not to feel for the misfortunes of their fellow-ſubjects, eſpecially when employed in the ſervice of their country. (See Note 125.)

Commodore Keppel, after eſcorting Colonel Worge to his

Government of Senegal, leaving a proper garriſon there, and ſcouring the coaſt, returned with his ſquadron to England.

## MEDITERRANEAN.

The command of his Majeſty's ſhips in the Mediterranean, was entruſted to Admiral Oſborn, having under him Rear-Admiral Saunders. (See Note 126.) The French Miniſtry were well acquainted with the cauſe that had hitherto enabled them to fruſtrate all our beſt-laid plans; which was no other, than taking the greateſt care to obſerve the moſt profound ſecrecy, as to the real deſtination of all their armaments; to uſe every means to draw their enemies attention from the object of their deſigns; and to be beforehand with them in all their naval and military expeditions. By ſteadily perſevering in this conduct, they had diſconcerted all our ſchemes in North America, and greatly facilitated their own. The ſucceſs they had, by diſpatching their ſquadron in the winter months, they found, from experience, gave them the beſt chance of eluding the vigilance of the Britiſh fleets; and they determined, in this reſpect, to repeat the ſame experiments this year as they had done the laſt.

A ſtrong ſquadron was accordingly ordered to be got ready at Toulon, the command of which was given to M. de la Clue. (See Note 127.) This fleet left that port early in the month of December, 1757; but they could not equip ſo many ſhips with ſuch ſecrecy as to prevent the Britiſh Miniſter from obtaining intelligence of it, who immediately put Admiral Oſborn on his guard; to whoſe alertneſs it muſt be placed, that this well laid plan of the enemy was ſo completely diſconcerted, that it contributed greatly to the ſucceſs with which the Britiſh arms were crowned in America. This, added to the blow which Admiral Oſborn gave the French Navy, well entitled him, along with the conquerors of Louiſburg, to the thanks of the Houſe of Commons.

From the great naval preparations which were going on at all the principal ſea ports in Great Britain, the French were certain that a blow was intended to be ſtruck at their American colonies, which if they did not ward off by ſending them very powerful ſuccours, the conſequences might prove very fatal to them. They therefore redoubled their exertions in getting the ſquadron at Toulon ready to put to ſea.

This armament was partly deſigned for the Eaſt Indies, and partly for North America, but was not to ſeparate until they had fairly attained the Weſtern Ocean; when M. de la Clue, with the largeſt ſquadron, was to proceed to the Weſt Indies, and wait there till the ſeaſon would permit him to enter the harbour of Louiſburg, which was his ultimate deſtination. From the time of the year they ſailed from the port of Toulon, joined to the tempeſtuous weather ſo common at that ſeaſon, and the long dark nights, they entertained hopes of being able to accompliſh their plan, and paſs the Straits unperceived. In this, however, they were diſappointed; for Admiral Oſborn, who had long expected them, had ſtationed his ſhips in ſuch a manner, that M. de la Clue, finding it impoſſible to elude the vigilance of the Britiſh fleet, was conſtrained to put into the harbour of Carthagena, in Spain; and had but juſt time to anchor his ſquadron in that port, when the Admiral, with his fleet, made his appearance, and blocked him up in that port. The French Commodore, ſeeing he had not ſtrength ſufficient to come out and fight the Britiſh Admiral with any proſpect of ſucceſs, and the ſervice he was going on requiring the utmoſt diſpatch, he preſſed his Court for a ſtrong reinforcement of ſhips to be ſent him immediately, to enable him to proceed to his deſtination, without further loſs of time; and, if he was conſtrained to fight Admiral Oſborn, that he might do it on more equal terms than at preſent. His Court ſaw clearly the juſtneſs of M. de la Clue's reaſoning; and ordered a ſquadron of five ſhips of the line and a frigate, to be got ready at Toulon with the utmoſt expedition, the command of which was given to M. du Queſne, an able and expert officer, with orders to join M. de la Clue in the harbour of Carthagena with all poſſible diſpatch. They accordingly ſailed, and two ſhips of the line had the good fortune to elude the vigilance of our ſquadron, and got into Carthagena. But it fared not ſo well with the others; for, on the 28th of February, off Cape de Gat, Admiral Oſborn perceived four ſail cloſe to his fleet at day-break. On their not anſwering his private ſignal, he made the ſignal to chaſe them; whereupon, the largeſt of the four ſhips made a ſignal, when the enemy's ſhips immediately ſet all the ſail they could crowd, and ſteered different courſes. The Admiral detached ſhips after each of them. About ſeven in the evening, the Revenge got cloſe up with the one ſhe chaſed, and began a very warm engagement, which laſted about thirty-eight minutes, when the Berwick coming up, and firing a broadſide into her, ſhe ſtruck. She proved to be the L'Orphée of ſixty-four guns, and five hundred and two men, commanded by M. d'Herville: the enemy had twenty-one men killed, and eighty-nine wounded. Captain Storr of the Revenge, fearing the enemy might reach the harbour of Carthagena before they could be brought to an action, was obliged to engage them at a great diſadvantage, having too much ſail ſet; by which means, he had thirty-two men killed, and fifty-four wounded. Among the latter were Captain Storr, who loſt the calf of one of his legs; and Mr Mountford, the firſt Lieutenant. The enemy were only about two leagues diſtant from the port of Carthagena, when they ſtruck.

The Monmouth, Swiftſure, and Hampton-Court, went in purſuit of the largeſt ſail. About eight in the evening, the former (having run her comrades out of ſight), got up with the chaſe, and began a cloſe and well directed fire. Soon after the action began, Captain Gardiner received a wound; but, as it was of no great conſequence, he kept the deck, and was encouraging his people, when he received a ſecond, by a muſket-ball in the forehead, which proved fatal to him. Lieutenant Carket then took the command of the ſhip, and continued the action with uninterrupted vigour. At nine o'clock, the Monmouth's mizen-maſt was ſhot away; upon which, the enemy gave three cheers. Soon after, the ſame misfortune befel themſelves, on which, the Monmouth's people failed not to return the compliment. About ten o'clock, the enemy loſt their main-maſt; when the Monmouth's crew once more gave them three cheers, and continued the action with great briſkneſs, till half an hour after twelve, when the enemy's fire greatly ſlackened; and ſoon after was quite ſilent. At this time, the Swiftſure came up. Captain Stanhope hailed them to know if they had ſtruck. The only reply to this, was a volley of ſmall arms, accompanied by a few guns; on which, Captain Stanhope poured one broadſide, and the greateſt part of another, into them, when they ſurrendered. She proved to be the Foudroyant of eighty-four guns, and eight hundred men, commanded by M. du Queſne, Chef d'Eſcadre, who, with great politeneſs, preſented his ſword to Lieutenant Carket. The enemy had one hundred men killed, and ninety wounded. The Monmouth had twenty-eight men killed, and ſeventy-nine wounded.

Never was a more gallant action: and it was the opinion of every one, that Lieutenant Carket would have compelled the enemy to ſtrike, notwithſtanding the great diſparity of their force, even if the other ſhips had not come up. The Admiral was ſo highly pleaſed with his conduct, that he conferred on him the command of the Foudroyant*, which was ſoon after purchaſed by Government, and added to the Navy.

The Monarch and Montagu drove the Oreflame of fifty guns aſhore, under the Caſtle of Aiglos; and had it not been for violating the neutrality of the coaſt of Spain, would have entirely deſtroyed her. The Pleiade of twenty-ſix guns, got away by outſailing the Britiſh ſhips.

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* The Foudroyant, when meaſured at Gibraltar, was, from her ſtern to her tafferel, one hundred and eighty-five feet three inches; length of her keel, one hundred and fifty-five feet; and her extreme breadth, fifty feet. By this meaſure, ſhe was found to exceed the length of our firſt rates by twelve feet, and to be nearly the ſame breadth with them. Her weight of metal, was twenty-four and forty-two pounders: whereas the Monmouth's was only twelve and twenty-four pounders. She had braſs guns all abaft the main-maſt. The Orphee had many braſs guns likewiſe. In the above action, the Monmouth expended eighty barrels of gun powder, which was near four tons; and one thouſand five hundred and forty-ſix round, five hundred and forty grape, and one hundred and fifty-ſix double headed ſhot.

Rear-Admiral Broderick being ordered to the Mediterranean, to relieve Rear-Admiral Saunders, ſailed from Spithead in his Majeſty's ſhip Prince George, of eighty guns, with the Glaſgow frigate, and Alderney ſloop, having under his convoy the trade for Liſbon and the Straits. On the 13th of Auguſt, in latitude forty-eight, the Prince George unhappily took fire, about half-paſt one in the afternoon, and continued burning with great violence till near ſix in the evening, when ſhe ſunk. The following letter from Dr Sharp, the Chaplain of the Prince George, dated on board the Glaſgow, off Liſbon, April 20th 1758, will give the reader a particular account of this very melancholy affair.

" I doubt not but you are already greatly ſurprized at reading from whence I date my letter; but much more will you " be when you hear the cauſe of it. I beg you would arm " yourſelf, to read the moſt diſmal and melancholy ſtory that " ever was related. Indeed it is not in the power of tongue " to expreſs, or pen to deſcribe, the miſerable ſpectacle I was " witneſs to. For, on Thurſday the 18th inſtant, at half an " hour paſt one, afternoon, word was paſſed into the ward-room by the centry, that the fore part of the Prince George " was on fire. The Lieutenants ran immediately forward, and " myſelf, with many others, went directly on the quarter deck, " when we found the whole ſhip's company was alarmed. The " pumps were handed out, the fire engine and buckets carried " forward, and every immediate remedy applied. The Admiral with Lieutenants on watch, kept the quarter-deck, from " whence he ſent ſuch orders, as he thought moſt expedient " for the preſervation of the ſhip, and the ſouls in her. Captain Peyton, and the other Lieutenants, on diligent ſearch, " found that the fire broke out firſt in the boatſwain's ſtore-room. To this place large quantities of water were applied; " but all in vain; for the ſmoke was ſo very great and hot, that " the poor creatures could not get near enough for the flames, " for their labour to have any effect. On which Captain Pey-

" ton ordered ſcuttles to be made that the water might be " poured in by that means; but here he was defeated likewiſe, " for only two carpenters could be found, and they had nothing " to work with for a long time but a hammer and chiſſel each. " The lower-deck ports were then opened, but the water that " guſhed in from them, was not ſufficient to ſtop the violence " of the flames. He ordered, likewiſe, the powder room to be " wetted, leſt the ſhip ſhould immediately be blown up, and " every ſoul periſh in an inſtant. This had the deſired effect; " and for ſome minutes we had a glimmering hope of ſaving " the ſhip. I mention the above particulars, as I was below " myſelf, worked with the men as long as I could ſtand it, went " up for air, and returned again inſtantly, and conſequently an " eye-witneſs: therefore declare them as facts. The fire ſoon " increaſed, and raged violently aft and on the larboard ſide; " and as the deſtruction of the ſhip was now found inevitable, " the preſervation of the Admiral was firſt conſulted. Captain " Peyton came on the quarter-deck, and ordered the barge to " be manned, into which the Admiral entered with near forty " more; for now there was no diſtinction, every man's life " was equally precious. The Admiral finding the barge would " overſet, ſtripped himſelf naked, and committed himſelf to the " mercy of the waves; and after toiling a hour in reſiſting the " violence of the waves, he was taken up by a merchantman's " boat. Captain Peyton kept the quarter-deck an hour after " the Admiral left it, when he happily got into a boat from " the ſtern ladder, and was put ſafe on board the Alderney " ſloop. I muſt be deficient to paint the melancholy ſcene that " was now before me; ſhrieking, cries, lamentations, bemoanings, raving, deſpair, and even madneſs itſelf, preſented themſelves. It was now high time to think of taking care of myſelf. I looked to every part of the ſhip for my preſervation, " and ſoon ſaw three boats aſtern of the ſhip. I went immediately to my cabin, and offered up my prayers to God, particularly thanking him for giving me ſuch reſolution and compoſure of mind; then jumped into the ſea from one of the " gun-room ports, and ſwam to a boat, which put me ſafe on

" board the Alderney ſloop. There are three hundred people " ſaved: the principal of which are, the Admiral, Captain Pey- " ton, Lieutenants Durell, Bell, Baird, and Cannan; Mr Hardy, " purſer, Dr Sharp, chaplain, Mr Broughton, maſter, Meſſrs " Higgins and Zobell, lieutenants of marines, Mr Flum, boat- " ſwain, Meſſrs Penton, Pemberton, and Baynes, paſſengers; " Meſſrs Hutchinſon, Palmer, Ogue, Moore, Matthews, Smith, " Forreſter, Hartley, Rogers, Simmons, Morris, Carſton, Hale " and Short, petty officers. We had ſaved near the whole ſhips " crew, had the merchantmen behaved like human creatures; " but they kept a long way to windward the whole time; and, " to their greater ſhame be it ſpoken, inſtead of ſaving the men " that ſwam to their boats, they were employed in taking up " geeſe, fowls, tables, chairs, and whatever elſe of that kind " came near them."

All the letters wrote on this occaſion, were full of the moſt terrible ſcenes of diſtreſs. It is to be lamented, that the merchantmen were not more attentive to the ſaving of the men; but they were ignorant that any precautions had been taken to prevent the ſhip from blowing up, and were afraid to venture too near, leſt they ſhould involve themſelves in the ſame diſtreſs, eſpecially as the guns of the Prince George, as they heated, went off.

From the beſt accounts, the following ſeems to be the trueſt ſtate of the numbers ſaved and loſt:

| | |
|---|---|
| 715 Complement. | 260 Saved. |
| 30 Paſſengers. | 485 Loſt. |
| 745 Total. | 745 Total. |

Admiral Broderick, having collected all the men ſaved, and put them on board the Glaſgow frigate, proceeded to Gibraltar, where he relieved Rear-Admiral Saunders, who ſoon after ſailed for England in the Montagu, with the Revenge, the two prizes the Foudroyant and Orphée, and arrived at Spithead the 5th of July. Admiral Oſborn having blocked up the French in the harbour of Carthagena, till it was too late for them to proceed on their reſpective deſtinations, and his large ſhips being moſtly foul, he proceeded to Gibraltar to refit, ſtationing his frigates in ſuch a manner, that ſhould the enemy perſiſt in coming out, he might have timely notice of their approach, and intercept them. But as ſoon as Admiral Oſborn left the coaſt of Spain, M. de la Clue and his ſquadron returned to Toulon. The command of his Majeſty's fleet on this ſtation, ſoon after devolved on Rear-Admiral Broderick. Admiral Oſborn, on account of bad health, ſailed in the St George for England, taking with him ſome other ſhips, and the trade that was ready, and arrived at Spithead the 21ſt of July. The thanks of the Houſe of Commons were tranſmitted to Admiral Oſborn in a very elegant letter from the Speaker to him; to which he returned the following anſwer:

" SIR,

" I want words to expreſs the honour the Houſe of Com-
" mons have been pleaſed to confer upon me, and only hope,
" that you, Sir, will be as gracious to me, in repreſenting my
" gratitude to that Auguſt Aſſembly, as you have been in ac-
" quainting me with their favourable acceptance of my ſervi-
" ces. I have done no more than my duty. I have been only
" the humble, though happy inſtrument, of executing the wiſe
" meaſures directed by his Majeſty.

" I have no title to any glory, but what is common to me as
" a ſeaman, and as an Engliſhman zealous for the ſervice of my
" country, which is pleaſed to reward me with this inſtance of
" their approbation. From the ſituation of my health, Sir, I
" can flatter myſelf of having but few opportunities of employ-
" ing the remainder of my life in the grateful exertion of my
" abilities for the honour and intereſt of my country. But as
" the Houſe of Commons is ſo glorioufly watchful to encou-
" rage the greateſt merit, by rewarding the leaſt, England can
" never want good officers; and, however honoured I am by
" this diſtinction, may my ſervices be the moſt inconſiderable
" that ſhall be thus honoured. I am, with the greateſt reſpect,

" Sir, your moſt obedient, and
" Moſt humble ſervant,

*December 8th*, 1758. " HENRY OSBORN."

The few frigates that could be ſpared from blocking up the French ports, and ſailing as convoys to our trading veſſels, had tolerable ſucceſs againſt the enemy.

The Ambuſcade took five of their ſhips from Turkey, and a ſnow from Marſeilles.

The Lyme took a French ſhip from Syria, valued at 40,000l.

The Fortune ſloop took a ſhip with proviſions and ſtores, for Canada.

The Rainbow and Deal-Caſtle men of war, with the Enterprize privateer, took three rich ſhips from the Levant.

The St Alban's and Favourite ſloop took the Loire, a French man of war, of thirty-ſix guns, but pierced for forty-four, having upwards of a thouſand tons of proviſions on board: they alſo took two polacca's, with military ſtores for Martinico.

In the month of Jannary, the Monmouth, Captain Gardiner, took a privateer of eighteen guns, and one hundred and forty-three men.

The Monmouth, commanded by the Honourable Captain Hervey, being on a cruize, in company with the Lyme frigate, fell in with La Roſe, a French ſhip of war of thirty-ſix guns, and three hundred men, to which he immediately gave chaſe. The enemy finding they could not eſcape, run their ſhip aſhore on the iſland of Malta, where the crew abandoned her; on which Captain Hervey ordered her to be ſet on fire.

The Favourite, ſloop, took the Gronyard from St Domingo, mounting twenty-ſix nine pounders, and one hundred and thirty men, after an obſtinate engagement: ſhe was laden with ſugar, coffee, cotton, indigo, tortoiſe-ſhell, and drugs, to a very great amount. Alſo, a ſhip richly laden from Martinico.

The Antelope of London, a letter of marque, took the St Roche, a French letter of marque, of ſeven hundred tons, from St Domingo for Marſeilles, a very valuable prize: ſhe had on board a ranſomer for the Antigua Merchant, for 3,333 guineas.

The Deal-Caſtle, letter of marque, took four veſſels on the coaſt of Provence.

The Liverpool, letter of marque, took a privateer of ſixteen guns, and two hundred men.

TRANS-

## TRANSACTIONS AT AND NEAR HOME.

Having given a very particular account of all the diſtant operations that fall within the plan of theſe Memoirs, it now becomes neceſſary to ſpeak of the naval and military tranſactions at or near home. Although the Miniſter, at the beginning of this year, had not fallen in with the ſcheme of ſending over a body of Britiſh troops to Germany, to act in concert with the forces of the army of the allies, under the command of Prince Ferdinand of Brunſwick: yet he reſolved to aſſiſt and co-operate with them, as far as lay in the power of the Britiſh navy to effect.

A large body of French and Auſtrian forces had ſeized on the city of Embden, belonging to the King of Pruſſia (See Note 128.), where they were guilty of great exceſſes, and levied heavy contributions. Moſt of the ſupplies for the garriſon came down the river Ems. The cutting off entirely this means of ſupport, or at leaſt greatly interrupting it, might compel the enemy to evacuate, not only the city, but all the Pruſſian territory dependent on it. For this purpoſe, a ſquadron of ſmall ſhips of war was ſent thither, under Commodore Holmes. The manner in which he performed this important ſervice, cannot be better deſcribed, than in the following letter from him to Mr Cleveland, Secretary to the Lords Commiſſioners of the Admiralty.

" *Seahorſe, at anchor off Embden,*
" *March* 21, 1758.

" Sir,

" It is with the greateſt pleaſure that I acquaint my Lords " Commiſſioners of the Admiralty, of the ſucceſs of his Ma- " jeſty's ſhips in the river. The enemy had not ſuffered the " buoys to be laid this year, thinking to obſtruct any attempts " for the recovery of Embden by ſea. It was therefore with " equal ſurpriſe and concern, that they obſerved the arrival of

" his Majeſty's ſhips Seahorſe and Strombolo: and after having doubled the number of their workmen upon the batteries they had begun, they ſet about raiſing three more with all expedition towards the ſea, expecting to be attacked from that quarter.

" On the 17th, the Seahorſe and Strombolo anchored between Delfziel and Knok; and on the 18th, they came to their ſtation between Knok and Embden, by which the enemy ſaw themſelves cut off from all communication down the river. They continued working on their batteries towards the ſea; but, at the ſame time, made all the neceſſary preparations for evacuating the place.

| | |
|---|---|
| " The garriſon conſiſted of French foot and horſe, of different regiments - - - - - - | 2500 |
| " Auſtrian foot, of the regiments of Prince Charles of Lorraine, and Colonel Van Pflatz - - | 1100 |
| " Two companies of artillery - - - - | 120 |
| " Total | 3720 |

" On the 19th, at ſix in the morning, the French troops were under arms, and marched out of the town before night. And on the 20th, the Auſtrians began their march at nine in the morning. About noon, and not before, I had notice of theſe operations, and that they had been tranſporting their baggage and cannon up the river, in ſmall veſſels, over night, and that one of them was lying round a point of land, at ſome diſtance from us, to go up by the next tide: ſo ſoon as we could ſtem the tide, I diſpatched the armed cutter Acrias, and two of the boats, in purſuit of the enemy. They came up with the veſſel we had intelligence of, and took her. I reinforced them by another boat; and the whole detachment, commanded by Captain Taylor, continued the chaſe up the river. The enemy, at this time, lined both ſides of it, and gave the firſt fire on the boats, who were then coming up with three of their armed veſſels. The fire was briſkly returned on our ſide; and in ſight of their army, and under

" their fire, Captain Taylor came up with one of them, attacked her, run her aground, and carried her, after ſome firing on " both ſides. The officers and men left the veſſel to recover the " ſhore; in attempting of which, ſome of them were dropt by " the fire from the boat. The other two veſſels, which had " cannon on board, got clear, under favour of the night, and " cover of their army.

" The firſt veſſel taken, had the ſon of Lieutenant-Colonel " Schollheins, of Prince Charles of Lorraine's regiment, and " one corporal and one pioneer on board, with ſome baggage " belonging to his father. There was ſome money found, " which, partly from the ſpecie, and partly from the manner of " its being made up, was concluded to be pay for the troops, " and therefore detained, together with the corporal and pioneer, and all the little implements of war they had with " them. As for the Lieutenant-Colonel's ſon, he is but a boy, " and not of an age to be regarded as an enemy; for which " reaſon I have ſent him aſhore, to be returned to his father, " with all his and his father's things; and have wrote to his " father, upon his giving me his honour that the money is truly " his private property, it ſhall be returned.

" The other veſſel that was taken, had on board Major de " Bertrand; M. Van Longen, Commiſſary of War; M. Trajane, Adjutant de la Place; M. le Bouffe, Lieutenant of Artillery, and a guard of private men; with three hoſtages " which they carried off from Embden, viz. Eodo Wilhelm " zur Michlen, Doctor of Laws, Preſident of the College de " Quarantes, and Adminiſtrator of the Royal and Provincial " College at Aurich; Baron Van Hane of Leer, Adminiſtrator " of Leer.

" M. Eodo Wilhelm zur Michlen received a ſhot in the veſſel during the ſcuffle, but it is not dangerous. From him I " had the account already given to their Lordſhips, of the happy " effect the preſence of his Majeſty's two ſhips have produced, " by occaſioning the ſudden evacuation of the enemy out of the " town of Embden."

We have inſerted the whole of Commodore Holmes's letter, that the reader may ſee with how much alacrity he executed the ſervice entruſted to him; as likewiſe, that generoſity and ſpirit which ſo nobly diſtinguiſhes almoſt all thoſe perſons who hold any rank in the Britiſh ſervice.

Mr Pitt, who had always the beſt information concerning the enemy's deſigns, received very early intelligence that a conſiderable ſquadron of ſhips were fitting out by the French, intended to eſcort a large fleet of merchant veſſels, with troops and ſtores on board, and ſoon expected to ſail from the Iſle of Aix for their American colonies. Theſe preparations did not eſcape the Miniſter's notice, as he was convinced, the ſtriking of a ſucceſsful blow at this armament would in a great meaſure inſure ſucceſs to our plan of operations on the other ſide of the Atlantic. This important ſervice was entruſted to Admiral Hawke, who ſailed from Spithead the 11th of March with a ſtrong ſquadron. (See Note 129.) Sir Edward, on the evening of the 3d of April, made the light of the Baleines on the Iſle of Rhée; and at the three next morning, made ſail towards Baſque road. At day-break, he diſcovered a number of veſſels, eſcorted by three frigates, a few leagues to windward, to which he gave chaſe; but the wind baffling, they all got into St Martin's in the Iſle of Rhée, except one brig, that was run aſhore and burnt by the Huſſar. By four in the afternoon, the Admiral diſcovered the enemy's ſhips lying off the Iſle of Aix.—Their force was as follows:

| | | |
|---|---|---|
| Floriſſant | - - | 74 guns |
| Sphinx | - - | 64 |
| Hardi | - - - | 64 |
| Dragon | - - - | 64 |
| Warwick | - - | 60 |

Beſides ſix or ſeven frigates; as alſo, forty merchant ſhips, having three thouſand troops on board.

At half an hour after four, the Admiral made the ſignal for a general chaſe. At five, the enemy began to cut and ſlip their cables, and run in great confuſion. At ſix, their Commodore made off, when the headmoſt ſhips were within gun-ſhot and a half of him. By this time, many of the enemy's ſhips were on the mud; but as there was not a ſufficient depth of water for the Britiſh ſhips to follow them, and night coming on, the Admiral made the ſignal to come to an anchor abreaſt of the Iſle of Aix.

Next morning, the enemy's men of war were diſcovered aground, and almoſt dry, about four or five miles diſtant; many of the merchantmen, and ſeveral of the men of war, being on their broadſides. As ſoon as the flood made, the Admiral put the beſt pilots on board the Intrepid and Medway, and ſent them a gunſhot farther in, where they anchored; and ſounding a little ahead, at high water, they found but five fathoms, of which the tide riſes eighteen feet.

The whole day the enemy were extremely buſy in getting their ſhips out of danger, being apprehenſive that ſome fire-ſhips would be ſent to deſtroy them. They therefore ſent launches and men from Rochefort, who were employed in carrying out warps to drag the ſhips through the mud, as ſoon as they ſhould be water-borne. In the mean time, they threw overboard their guns, ſtores, and ballaſt, and were even ſeen heaving water out at their ports. By the evening of the 4th, ſome of their men of war got as far as the mouth of the Charante. The merchant ſhips were aground towards the Iſle Madame. The Britiſh frigates cut away above eighty buoys laid on their anchors, and what they had thrown overboard.

On the 5th, the Admiral ſent one hundred and fifty marines aſhore to the Iſle of Aix, under the command of Captain Ewer, who effectually deſtroyed the new works which the enemy had erected there. As ſoon as he had effected this, he re-embarked again, preſerving good order, and giving no diſturbance to the inhabitants.

The Admiral ſailed on the 6th; and next day ſpoke with a neutral veſſel from St Martin's; by whom he learned, that the convoy he had chaſed on the 4th, was laden with ſtores, proviſions, &c. for America, and, when joined by ſome ſhips from

Bourdeaux, were to have proceeded on their voyage, under convoy of the men of war which lay off the Iſle of Aix.

Thus this formidable armament of the enemy, if not totally overthrown, was nearly the ſame in effect; as, before the ſhips could be repaired, and the ſtores and proviſions which had been deſtroyed could be replaced, the ſeaſon would have been too far advanced to have anſwered the end propoſed; and this early and well-timed blow given in Europe, greatly facilitated the conqueſt of Cape Breton and its dependencies.

On the 7th of April, the Eſſex, of ſixty-four guns, commanded by Captain John Campbell, and the Pluto fire-ſhip, commanded by Captain James Hume, being on their way to join Sir Edward Hawke, fell in with twelve ſail of the enemy's merchant ſhips from Bourdeaux, eſcorted by the Galathée frigate of twenty-two guns, and bound to Quebec. They had the good fortune to take the frigate, a letter of marque of twenty guns, and one other ſhip of the convoy; but the brave Captain Hume was unfortunately killed in engaging the letter of marque. Two more of the above fleet were afterwards taken by his Majeſty's ſhips the Antelope, and Speedwell ſloop.

The Miniſter having determined on another expedition to the coaſt of France, for this purpoſe a large body of infantry was early aſſembled in the Iſle of Wight, the command of which was conferred on Lieutenant-General the Duke of Marlborough, having under him Lieutenant-Generals Lord George Sackville and the Earl of Ancram, Major-Generals Waldegrave, Moſtyn, Dury, Boſcawen, and Granville Elliot, and Brigadier-General George Auguſtus Elliot (afterwards Lord Heathfield.) The troops in the Iſle of Wight were to be joined by ſome troops of light dragoons, commanded by Brigadier-General Elliot, encamped near Portſmouth; a large train of heavy and field artillery, with howitzers, and mortars; and a detachment of four hundred men from the royal regiment of artillery. (See Note 130.). The whole army amounted to fourteen thouſand men, and was divided into five brigades, each commanded by a Major-General.

The warlike genius of Britain ſeemed now to be rouſed.

Reſolved to wipe out the many ſtains which our arms had received ſince the commencement of this war; our youth of fortune and family ſeemed to vie with each other who ſhould be foremoſt in the ſervice of their country: for the Lord Viſcount Downe; Sir James Lowther, Baronet; Sir John Armitage, Baronet; Norborne Berkeley; Francis Blake Delaval, Eſqrs. and others, accompanied the Duke of Marlborough as volunteers.

The naval part of this expedition was compoſed of two ſquadrons. That which was deſigned to co-operate with the troops conſiſted of a few ſhips of the line, with a number of frigates and ſloops of war, bomb-ketches, and other veſſels. This was put under the command of the honourable Captain Richard Howe, a nobleman every way equal to ſuch an important charge, and not more diſtinguiſhed by his rank, than by his abilities and courage. The other ſquadron was compoſed of upwards of twenty ſhips of the line; the command of which was given to Lord Anſon, having under him Admiral Sir Edward Hawke. The intention of this laſt ſquadron was, to cruize off Breſt, and in a manner to cover the leſſer one under Commodore Howe, and to prevent the enemy from ſending any fleet capable of diſturbing his operations.

The great object of the whole, was, not only to oblige France to withdraw a part of her troops from Germany, which would afford effectual ſuccour both to the King of Pruſſia, and Prince Ferdinand of Brunſwick; but alſo, the deſtruction of the enemy's marine, and ſea-ports in the Britiſh channel, whence their privateers had ſallied, and done much miſchief to our trade. The profound ſecrecy with which the deſtination of this armament was kept, filled the enemy with moſt dreadful apprehenſions. They had few troops at home, and an immenſe length of ſea coaſt to defend. Being conſcious how vulnerable they were on this ſide, which the expedition againſt Rochefort had evinced to all Europe, they were diſtracted how to poſt the troops they had, from the uncertainty where the ſuſpended blow was to fall.

✓ The ſquadron under Commodore Howe, conſiſted of one ſhip of the line, four of fifty guns, ten frigates, five ſloops, two fire-ſhips, and two bomb-ketches. (See Note 131.) The errors obſervable in the former expedition to the coaſt of France, were now endeavoured to be rectified. The failure againſt Rochefort, was in ſome meaſure attributed to the want of proper boats to land a ſufficient number of troops at once, that would either force the enemy from any entrenchments they might have thrown up, or enable them to maintain their ground till a ſecond debarkation could be made to ſuſtain them. To obviate this formidable obſtacle, flat-bottomed boats were built, on a new conſtruction. They were rowed by twelve oars, contained ſeventy ſoldiers, and only drew two feet of water: each of the frigates carried one of theſe, as did moſt of the largeſt tranſport veſſels. Every thing being now ready, the 24th of May the embarkation began, and by the 27th, the troops were all on board, and rendezvouſed at Spithead. Great were the expectations of the nation from this armament; which from the number and fineneſs of the ſhips, exhibited one of the grandeſt ſcenes ever beheld at Spithead. The wind becoming favourable on the 1ſt of June, early in the morning Lord Anſon made the ſignal to weigh, and ſoon after, Commodore Howe's ſquadron weighed likewiſe. As the former ſteered to the weſtward, and the latter directly acroſs the channel, the two ſquadrons were ſoon out of ſight of each other.

We ſhall now follow Commodore Howe, and give a complete narrative of the operations of this part of the grand expedition, before we treat of the other part under Lord Anſon. Scarce had they left the Engliſh ſhore, when it began to blow hard; but the gale being favourable, the Commodore thought it neceſſary, about midnight, to make the ſignal to lay-to, leſt they ſhould run too cloſe with the French coaſt before morning. At ſix in the morning of the 2d, the fleet made ſail, and, by eight, had ſight of Cape La Hogue. From the rapidity of the tides in the Race of Alderney, and frequent calms, the Commodore was often obliged to come to an anchor. As he was now in full view of the coaſt, the enemy were ſufficiently alarmed;

med; and, from the courſe he ſteered, could eaſily gueſs at the place of his deſtination. At laſt, on the 5th, the whole fleet ſtood in for Cancale-bay, about two leagues to the eaſtward of St Malo. At eight o'clock, the Commodore made the ſignal for the ſhips having grenadiers on board, to make ſail. At eleven, the Commodore, the Duke of Marlborough, and ſome general officers, went, in a cutter, to reconnoitre the ſhore, and were fired at, from a ſmall battery in the bay. By two o'clock, the whole fleet came to an anchor, when the ſignal was made for all the ſhips having flat-bottomed boats on board, to hoiſt them out.

Immediately the grenadiers, with the brigade of foot-guards, embarked on board them, and rendezvouſed under the ſtern of the Eſſex. Some infantry, with a few horſe, appearing on the hills to oppoſe the deſcent, the Commodore ſhifted his broad pendant to the Succeſs, and, with the Roſe, Flamborough, and Diligence ſloop, ſtood towards the ſhore to cover the landing of the troops, clear the beach, and ſilence the battery, which conſiſted of two twenty-four pounders, and one twelve pounder. This ſervice, by the briſkneſs of the fire, he effectually performed, making at the ſame time the ſignal for the troops in the flat-bottomed-boats, commanded by Lieutenant General Lord George Sackville, and Major Generals Moſtyn and Dury, to puſh for the ſhore. This was inſtantaneouſly obeyed; and, under cover of the fire from the frigates, they landed in the greateſt order, and formed on the beach without any loſs, notwithſtanding about one hundred of the enemy kept up a fire on the troops, from a high hill behind the village of Cancale. On the approach of the grenadiers of the twentieth regiment, however, they fled. The flat-boats immediately returned on board the tranſports, and a ſecond debarkation was made before dark, who, joining the firſt, the whole took poſt on a hill, and lay on their arms all night.

The Marquis de Landal, Intendant of the coaſt, who had come to reconnoitre our poſition, falling in with an advanced party, was deſired by Lord Viſcount Downe, to ſurrender; but, truſting to the fleetneſs of his horſe, he refuſed to do ſo;

on which he was fired at, and both himſelf and his ſervants were killed. The 6th was entirely taken up with landing the remainder of the army, tents, baggage and ſtores, together with the light-horſe and field artillery. On the landing of the troops, the affrighted inhabitants of Cancale fled from their houſes, which ſome ſtraggling ſoldiers and ſailors plundered; but the Duke of Marlborough was no ſooner informed of this, than he cauſed the offenders to ſuffer condign puniſhment on the ſpot. By day-break on the 7th, the whole ſtruck their tents, except the third brigade, under the command of Major-General Boſcawen, and marched off in two columns; the firſt headed by the Duke of Marlborough and Lord George Sackville, the ſecond by the Earl of Ancram. They took different routes; and although both columns were preceded by a large corps of pioneers, and had but two leagues to march, it was ſix in the evening before they arrived in the neighbourhood of St Malo, (See Note 132.), where they encamped, with the village of Paramé (which was made the head-quarters) in front, while the village of St Servand covered the left flank.

During the time that the army were pitching their tents, the Commander in Chief, eſcorted by a party of light-horſe, and the piquets of the army, went to reconnoitre the town, and advanced pretty near to it. On perceiving the light-horſe, the enemy fired from the ramparts, but with little execution. While on this ſervice, the Duke of Marlborough perceived, that a number of ſhips and houſes, filled with naval and military ſtores, at St Servand and Solidore, (two ſuburbs to St Malo), were not protected by the cannon of the city, and might be eaſily ſet on fire. He therefore, on his return to the head-quarters, gave orders for a detachment to march on this ſervice. This, as ſoon as it was dark, was moſt effectually performed; and, about midnight, was beheld one of the grandeſt ſcenes of conflagration that imagination can form. Upon this occaſion there were deſtroyed,

## AT SOLIDORE,

✓ 1 ſhip of 32 guns, never at ſea, completely rigged.
3 — 20 new
1 — 20 old
1 ſloop 12
2 ſhips 16
All theſe had maſts, yards, rigging, and a conſiderable quantity of ſtores on board.
1 — 30 juſt laid on the ſtocks, the keel and timber all burnt.
6 merchant ſhips, two of them new.
6 ſloops.

## AT St. SERVAND.

✓ 1 ſhip of 50 guns on the ſtocks,
1 — 36
1 — 22
1 — 18
King's ſhips.
62 merchant ſhips, and many ſmall craft.

In the ſtore-houſes were great quantities of pitch, train oil, roſin, plank, deals, &c. &c., which were all conſumed, together with every ſhip in the harbour, one only excepted, a privateer of thirty-ſix guns, which, being afloat, could not be got at. The damage done to the enemy on this occaſion, was moderately calculated at 800,000l. excluſive of the advantage that conſequently accrued to the Britiſh trade, by ſuch a heavy ſtroke given to the enemy's privateers.

On the 8th, a battalion of foot-guards, commanded by Colonel Cæſar, was detached to Dol, a ſmall city about twelve miles from St Malo. The Colonel had orders to reconnoitre the country, ſcour it of any of the enemy's parties, and to try to gain ſome intelligence. Colonel Cæſar met with no obſtruction on his march; was politely received at Dol; paid for every thing the troops had, and returned to camp next day.

The general officers and engineers, having carefully reconnoitred the city of St Malo, found it a place of ſo much ſtrength, as not to be carried by a coup-de-main, although incapable of holding out any length of time againſt a regular ſiege. From its ſituation and natural ſtrength, however, it could reſiſt any attack which they had time to form againſt it; for, before the heavy cannon and mortars neceſſary for ſuch ſiege could be landed and tranſported to the army, and approaches and batteries made, a much ſuperior army would undoubtedly be aſſembled againſt them. They therefore judged it expedient to return to Cancale-bay, and re-embark the troops as ſoon as poſſible.

The third Brigade, whom the Duke of Marlborough had left encamped on the heights of Cancale, had not been idle during the abſence of the army; having, in this interval, erected a fortification for the whole to have retired to, in caſe of need. The ground on which it was erected, was moſt judiciouſly choſen; its whole extent did not exceed eleven hundred paces, in which was an entrenchment, two redoubts, a hornwork, and two batteries; the whole ſo maſterly conſtructed, that the army could have re-embarked with the utmoſt ſafety, even if the enemy had aſſembled a much ſuperior force to have obſtructed them.

[illegible]

On the 10th, the army decamped from before St Malo, and marched to their ground within the lines at Cancale. On the 11th, the embarkation commenced; and, in the courſe of next day, it was completed. The loſs to this time from the day of landing, did not exceed thirty men. The coaſt about Granville was next reconnoitred, and orders given for the grenadiers to complete their ammunition, and hold themſelves in readineſs to land; but this deſign was ſoon laid aſide, the coaſt here being too much alarmed to hope for ſucceſs, and the object too inconſiderable to riſk the loſs of men or time upon it.

The fleet, by reaſon of an adverſe wind, was unable to leave the bay of Cancale before the 21ſt. After repeated attempts, they once more got to ſea, where the troops were joined by their reconvaleſced men from the iſle of Wight, under convoy of the Iſis, Captain Wheeler. On the 23d, the fleet made the iſle of Wight; but the wind changing, they ſhaped their courſe once more for the coaſt of France; and, on the 26th, were cloſe in with Havre de Grace. The flat-boats were ordered to be hoiſted out, and every thing made ready for a deſcent. But, after the coaſt had been ſufficiently explored by the Duke and the Commodore, it was found, that the enemy were ſo well prepared for reſiſtance, that, on the 29th, the whole fleet bore away before the wind for Cherburg, where they came to an anchor, about two miles from the town. The enemy fired on the tranſports from ſeveral batteries, but did no execution. Every thing was now got ready for a deſcent; but a ſtrong gale of wind ſpringing up, and blowing directly upon the ſhore, occaſioned ſo great a ſurf, that the landing of the troops became extremely hazardous, if not impracticable. The gale connued increaſing, ſo that ſeveral of the tranſports drove from their anchors, and got foul of each other. The whole fleet was expoſed to much danger; the proviſions were almoſt expended, as was the hay for the horſes; and the ſoldiers, from being too much crowded on board the tranſports, were beginning to grow ſickly. Theſe conſiderations induced the Commanders to defer the enterprize againſt Cherburg for the preſent, and return to England. Accordingly next morning, the fleet weighed anchor, and, on the 1ſt of July, arrived at Spithead; and, a few days after, the troops occupied their former ground at Newport. When the fleet appeared off Cherburg, the Guirland, a French frigate of twenty-two guns, was in the road; which, on the approach of our ſhips, had ſlipped her cable, and ſtood out for ſea. She was immediately purſued by the Renown, who came up with, and engaged her for ſome time, and, on the Rocheſter's firing a few ſhot at her, ſhe ſtruck.

Thus ended the firſt part of the grand expedition to the coaſt of France. From the nature of ſuch operations, the ſervice performed was, in the opinion of the moſt ſenſible and beſt informed, as much as could be reaſonably expected.

The blow now ſtruck, might not be of any great conſequence in itſelf, or be conſiderably felt by the enemy in any future operations of the war: but to us, as a commercial nation, the deſtroying of ſo many privateers and other ſhips, was a moſt important ſervice; beſides that this behaviour towards a gaſconading enemy, raiſed both our councils and our arms very very high in the opinion of Europe, in the ſame proportion as thoſe of France were lowered in it.

The nation had been put to too much expence, and the expectations they had formed from this armament were too ſanguine, to let the remaining part of the ſummer paſs unemployed by ſo fine a body of troops, as were once more aſſembled in the iſle of Wight. The Miniſter was alſo of too active a diſpoſition to give the enemy a moment's reſpite, while the ſeaſon permitted of any military operation being purſued with any proſpect of ſucceſs. He loſt no time, therefore: another deſcent on the coaſt of France was reſolved upon; and the troops ordered to hold themſelves in readineſs to embark on the ſhorteſt notice.

Soon after the return of the army to England, Mr Secretary Pitt found, that it was abſolutely neceſſary to reinforce the allied army in Germany, commanded by Prince Ferdinand of Brunſwick, with a conſiderable body of Britiſh troops. The Duke of Marlborough was choſen to command them, and with him went Lord George Sackville, Major-General Waldegrave, the Adjutant and Quarter-Maſter-Generals, and one brigade of infantry from the iſle of Wight, conſiſting of the twentieth, twenty-third, and twenty-fifth regiments of foot.

From the many accidents a littoral war is liable to, it is not to be wondered at, that ſo many general officers, well acquainted with the nature of this ſort of ſervice, declined the command of the army in the iſle of Wight. After many had refuſed the honour, it was accepted of by Lieutenant-General Thomas Bligh, who was ſent for from Ireland on purpoſe. This arduous taſk would have required an officer in the prime of life to ſuperintend all its various branches; yet did this honeſt old veteran accept of the command without heſitation, from a moſt noble principle,—that, as a ſoldier, he had no right to chooſe the ſervice he was going upon; but, at all times was in duty bound to go wherever the ſervice of his country required, or where the King might be pleaſed to order him. General Bligh, however, was too far advanced in life for ſuch a ſevere duty, and had never been employed in ſervice ſimilar to that which he was going on. Lord Viſcount Fitzmaurice, (now Marquis of Lanſdown), was appointed Adjutant-General, and Lieutenant-Colonel Robert Clarke, Quarter-Maſter-General. His Royal Highneſs Prince Edward, ſecond ſon to the late Prince of Wales, embarked as a midſhipman on this expedition, to exert himſelf in the ſervice of his country, and to learn to command her navies, by the example of ſo accompliſhed an officer as Commodore Howe.

The ſquadron having been refitted and reinforced by the Montagu of ſixty guns, commanded by Captain Rowley; the troops were embarked, and, on the 31ſt of July, the fleet fell down to St Helen's. They weighed anchor next day, and ſtood right acroſs the channel. On the 6th of Auguſt, they came to an anchor in Cherburg road, (See Note 132.), and were fired at from ſeveral of the enemy's batteries. From the time that the place had been threatened with an attack by the Duke of Marlborough and Commodore Howe, the enemy had been extremely buſy in throwing up works to prevent a deſcent, and theſe were defended by a conſiderable body of regular troops, and all the militia of this diſtrict. The Commodore, having on board his Royal Highneſs Prince Edward, accompanied by General Bligh and the other Generals, reconnoitred the ſhore; and a diſpoſition was made for landing the troops. Early in the morning of the 7th, the fleet moved to Marais-bay, about two leagues to the weſtward of the town, leaving only a frigate and bomb-ketch to draw off the enemy's attention to that place; and the Commodore having his pendant on board the Pallas, made the ſignal for the frigates, ſloops and bomb-ketches, to range themſelves along the bay, and for the troops, compoſing the firſt debarkation, to rendezvous under his ſtern. On the ſignal being made, the frigates, ſloops and bomb-ketches, kept up a warm fire on the enemy's intrenchments; who, not being able to withſtand it, abandoned their works, and fled for ſhelter to an adjoining wood; but were preſently drove from thence, by the commanding officer of the artillery directing the mortars in the bomb-ketches to be charged with pound-balls, which fell ſo thick, and did ſuch prodigious execution among them, particularly among the cavalry, that they retreated out of the wood with the utmoſt precipitation, leaving the coaſt clear for the troops to land, who had, whilſt this ſervice was performing, embarked in the flat-bottomed boats, each of theſe boats having on board eighteen ſailors, and fifty ſoldiers.

The boats were formed in four diviſions, and conducted by Captains Duff, Rowley, Mapleſdon and Paſton, of the navy. About one o'clock, (on the enemy's flying from the wood), the Commodore made the ſignal for the troops to land; when the grenadiers and foot-guards, under the command of Major-Generals Moſtyn and Dury, made good the landing with very little loſs. On ſeeing the boats row for the ſhore, a few of the enemy returned to oppoſe the landing. Theſe were immediately attacked with ſuch vigour by the troops who firſt landed, that they fled behind the hedges; from whence they were preſently forced to retire with conſiderable loſs, and to fly up the country. They left a piece of braſs cannon behind them on the beach.

By the evening, the whole of the infantry were diſembarked; when the General ordered the army to encamp on a piece of ground near the village of Erville, whoſe extent did not exceed ſix hundred paces. This occaſioned the greateſt confuſion; but, fortunately for us, the enemy neglected the favourable minute of attacking the army in the night. While cooped up in this wretched poſition, no front of any length could have been extended; and the troops, from their ſituation, muſt have fired on each other. The Duke of Richmond, ſenſible of the error that had been committed, marched his regiment a little to the left, where he drew them up in a proper manner, and which the whole might have done. In this poſition the army remained all night. The General gave out the moſt poſitive orders, that the inhabitants were on no account whatever to be moleſted;

ted; and that the ſtricteſt diſcipline ſhould be obſerved by the troops.

Early in the morning of the 8th, the light dragoons and field artillery were landed; and the General receiving intelligence, that none of the enemy's troops were to be ſeen, formed the army into two columns, and began his march for Cherburg. The General entered the place without oppoſition, the enemy's troops retiring from the town and forts along ſhore, as he approached.

As ſoon as the town and forts were properly ſecured, the army was encamped on a contiguous riſing ground. No time was loſt in ſetting to work to deſtroy what was finiſhed of the baſon, with the two piers at the entrance of the harbour; to render the harbour itſelf uſeleſs for ſhips of burden; and to demoliſh all forts, batteries, magazines, and ſtores.

On the 15th, this ſervice was completely executed; when the fatal blaſt was given, which reduced Cherburgh once more to a very inſignificant place. One hundred and ſeventy-three iron cannon, and three mortars, were deſtroyed. Twenty-two braſs cannon, and two mortars of the ſame metal, were, with with the colours, taken, and ſent to England. Theſe were drawn from the Royal Palace at Kenſington, quite through the city of London, to the Tower, with great pomp; an exhibition highly pleaſing to the people. General Bligh brought away hoſtages for the payment of a contribution of 3000l.; but Government ſent them immediately back, without demanding the money. The ſhot and ſhells were ſunk, or brought away. Twenty veſſels were found in the harbour. On board two of theſe the braſs cannon and mortars were put, and brought to England. The remaining eighteen were either burnt, or filled with ſtones, and ſunk acroſs the entrance of the harbour, to choak it up.

The enemy had now aſſembled a very conſiderable force in the neighbourhood, and our out-poſts had frequent ſkirmiſhes with their parties. A detachment of our light cavalry fell in with a patrole of the enemy's, attacked them, and drove them off; Captain Lindſay, who commanded the party, was mortally wounded. The loſs was of itſelf very conſiderable, as he was juſtly looked upon to be among the beſt cavalry officers in the ſervice.

On the 16th, the army re-embarked without moleſtation. The loſs, from the day the army landed to this time, amounted only to twenty men killed, and thirty wounded.

The deſtruction of the baſon of Cherburg, was rather a mortifying, than a ſevere blow to the French, as they had for ſome years neglected the works here. The harbour, when finiſhed, would have admitted a ſhip of fifty guns: and the plan of making it a port, may ſome time or other be reſumed, when the Government can ſpare money to carry it into execution; which, in caſe of another war, might be of great ſervice to them, and become a very dangerous and formidable neighbour to to Great Britain.

On the 17th, the fleet ſailed for England; and arrived, on the 19th, in the road of Portland. All was now done that could be expected this campaign. The whole of the enemy's coaſt was now alarmed, and large bodies of troops were collected, in different parts, to oppoſe a deſcent, or cut off our retreat; add to theſe, the advanced ſeaſon of the year, the army conſiderably leſſened ſince the beginning of the campaign, by the brigade ſent to Germany, and the numbers that were now ſick on board. Better, therefore, had it been, if they had ſtopped here; as, had they done ſo, and diſembarked the troops, their triumph had been complete. The burning of the ſhips and ſtorehouſes at St Malo, the deſtruction of Cherburg, and the alarming the whole coaſt of France, which undoubtedly prevented them from marching ſo large a body of forces into Germany as they intended, were ſuch important ſervices, that they ſufficiently anſwered the intention of the enterprize. But a third attempt, under circumſtances ſuch as we have deſcribed, and with an inconſiderable body of troops, was giving the enemy a fair opportunity of balancing accounts with us, which they in ſome meaſure did at St Cas.

While the fleet remained in Portland road, they were employed in taking refreſhments on board. On the 31ſt of Auguſt, they ſailed again for the coaſt of France; and on the 3d of September, came to an anchor in the bay of St Lunaire, on the coaſt of Britanny, about two leagues to the weſtward of St Malo. The next day, the army landed without oppoſition, and encamped about half a mile from the ſhore.

The ſole view General Bligh could have in landing here, was the taking of the city of St Malo, it being the only place of any conſequence in the neighbourhood. This deſign appears the more extraordinary, as the town was now in a much better poſture of defence, than when the Duke of Marlborough, with a much ſuperior army, in the middle of ſummer, had found his force unequal to the enterprize. Beſides, the rapid river Rance was now between the army and the town, which muſt be croſſed before St Malo could poſſibly be inveſted. The public were never informed of any reaſons which might induce General Bligh to make an attempt on St Malo at that time, with any proſpect of ſucceſs. But to proceed.—

On the 5th, the General having been informed, that, in time of peace, there had often been at St Briac, a ſmall port in the neighbourhood, near three hundred ſhips, he detached five hundred men, under the command of Lieutenant-Colonel Sir William Boothby, to deſtroy them. But on his arrival, Sir William was much diſappointed, as he only found thirteen veſſels great and ſmall, which he burnt, and returned to the camp in the evening.

While Sir William Boothby was on this ſervice, the Commodore, with the Prince, came on ſhore, and, along with the General Officers, reconnoitered the whole weſtern ſhore of the river Rance, to try if it was poſſible to attack St Malo on that ſide. They found the weſt bank extremely well fortified, and defended by a numerous body of troops: of courſe, they were much interrupted while on this ſervice by the enemy's cannon, a ſhot falling within a yard and a half of his Royal Highneſs. The Commodore aſſured the General, that, from the dangerous ſituation of the harbour, it being an entire chain of rocks, he could give him no aſſiſtance from the men of war or bomb-ketches. On this aſſurance, the deſign againſt St Malo was given up. The weather now became ſo very bad, that neither the Prince nor Commodore could get on board, and were conſtrained to put up with very indifferent quarters that night. Next day (the 6th), a Council of war was held, at which the Commodore aſſured the Members, that from his obſervations and knowledge of the coaſt, he could give no aſſiſtance to bombard the town, without hazarding the loſs of all the men of war: and further, that it was not ſafe to embark the troops in St Lunaire bay, as, from the foulneſs of the bottom, ſhould it blow freſh, the whole fleet would be expoſed to the utmoſt danger; and that therefore it would be neceſſary to remove the fleet to the bay of St Cas, and to march the army round to that place.

In conſequence of this, the army marched next day (the 7th), for Pont Briant. During the march, ſmall parties of the enemy annoyed the army from hedges and woods. Theſe were eaſily diſperſed; but they wounded two officers and ten men.

The army encamped near the river Plancoet, which they were to ford next day, as ſoon as the tide permitted; at which time the enemy appeared in conſiderable bodies on the oppoſite bank, as if reſolved to defend the paſſage.

On the 8th, the army croſſed the river, wading up to their middles. The enemy fired briſkly while the army was fording the river, but fled as ſoon as it had gained the oppoſite ſhore.

On this occaſion we had an officer and ten men killed, and a good many ſoldiers wounded. In the afternoon, the army encamped near the village of Guildo; and on the 9th marched for Matignon. This day, the advanced guard was attacked by five companies of French grenadiers. Theſe were ſpeedily repulſed and forced to retreat, having, in this rencounter, near two hundred men killed and wounded. In the afternoon, the army encamped near the town of Matignon. Our loſs this day was thirty men killed and wounded.

During the night, one of our advanced poſts took a French dragoon priſoner, who gave the General the following true, but diſagreeable intelligence—That eleven battalions of infantry, and five regiments of cavalry, with ten pieces of cannon and two mortars, under the command of the Duc D'Aiguillon, were encamped within three miles of us, and intended to give us battle next morning. Upon receipt of this intelligence, a Council of war was immediately held, where it was reſolved, that as the enemy's ſtrength was ſo much ſuperior to the Britiſh, a retreat ſhould take place early next morning to St Cas bay, and the troops be re-embarked as faſt as poſſible. An officer was immediately diſpatched to Commodore Howe in St Cas bay, only a league and a half off, to acquaint him of this reſolution. The Commodore, on receiving this information, iſſued the neceſſary orders for the reception of the troops; and, as ſoon as it was day-light, made a moſt maſterly diſpoſition of his frigates and bomb-ketches along the bay, for covering the retreat of the army. The enemy's deſign was to get between the bay of St Cas and our troops; which they certainly would have effected, had not the bad roads, and the bringing up of their artillery, prevented them; as, at this time, we gave them every advantage they could wiſh for. When a General means to retreat before a ſuperior force, or ſteal a march upon the enemy, he decamps as ſilently as poſſible. On the preſent occaſion, however, a very different conduct was followed. Early in the morning, General Bligh ordered the generale to be beat. Our drums alarmed the enemy, who inſtantly repeated the ſignal, ſtruck their tents, and followed us; which otherwiſe, perhaps, they would not have done quite ſo early in the morning, as their army, which had been collected from the extremities of the province of Britanny, was very much fatigued by forced marches through bad roads. As ſoon as it was light, our army began its march towards St Cas bay; and although preceded by a large corps of pioneers, and the diſtance only a league and a half, it was nine in the morning before they reached the heights above the village. The marching off by beat of drum, was not the only error committed on this occaſion: for, inſtead of ordering the regiments to embark immediately on their arrival, the re-embarkation commenced with the field artillery and light-cavalry; whereas, both cannon and horſes ſhould have been ſacrificed on this occaſion, and either totally abandoned, or, at leaſt, (if time and circumſtances admitted of its being done without hazarding

ing a great loſs of men), they ought to have been the very laſt to embark. From the ſhort notice, too, that was given, it was impoſſible to have all the tranſport veſſels ranged near the frigates; a circumſtance that ought certainly to have been attended to: and orders ſhould have been given, that inſtead of the boats rowing, in order to put the ſoldiers on board of their particular ſhips, many of whom lay at a great diſtance; they ſhould have been put on board the ſhips neareſt the ſhore, by which a great deal of time would have been ſaved. Captain Duff of the Rocheſter ſuperintended the re-embarkation of the army, aſſiſted by Captains Rowley, Mapleſden, Paſton and Elphingſtone; and notwithſtanding the impediments they met with, ſuch was the activity of the ſea-officers and ſailors, that, by eleven o'clock, two thirds of the army were on board. About this time, a large body of the enemy's cavalry made their appearance on the top of the hill above the village of St Cas, and, ſoon after, a much larger one of infantry near the Wind-mill.

It was a point determined on, between the land and naval Commanders, that the troops ſhould remain between the trench thrown up along the ſhore and the beach; ſo that, in caſe the enemy's troops ſhould deſcend the hill to attack them, they might be expoſed to the whole fire of the frigates, (now ranged along the bay for covering the re-embarkation,) without any object intervening. About half an hour after eleven, the enemy made a motion to deſcend the hill, but received ſuch a violent fire from the ſhips, that they were forced to retire to their former ground with conſiderable loſs. They ſoon after opened a battery of ſix pieces of cannon near the Wind-mill, which played inceſſantly on the troops and boats, and did great execution. They now made a ſecond effort to deſcend the hill; when the frigates renewed their fire, and the enemy loſt many men. At laſt, however, they got poſſeſſion of a hollow way, and a wood, which for ſome time covered them; but the inceſſant and well directed fire from the ſhipping, and the bomb-ketches throwing ſhowers of pound-balls from their mortars, ſoon diſlodged them, and compelled them once more to retire to their former ground. At twelve o'clock, they opened a battery of cohorns from behind

a hedge

a hedge to the right of the Wind-mill; but the fire from the frigates was ſo well directed againſt it, that only two of all the ſhells they threw did execution. The enemy, as their troops arrived, began to extend themſelves to the right and left, and once more tried to deſcend the hill.

After much loſs, they got poſſeſſion of the village of St Cas, which is ſituated midway between the heights and the beach. The Britiſh force on ſhore, at this time, did not exceed eleven hundred men, and conſiſted of part of the foot-guards and the grenadiers of the army, commanded by Major-General Dury, who, on this occaſion, did not ſhew that happy coolneſs and preſence of mind, which was to be expected from one ſo very expert upon the parade as he was. He unfortunately obſerved the enemy to march a corps of at leaſt fifteen hundred men into a wood, on the left; on which he immediately ordered Lieutenant-Colonel Forreſter † to march with three hundred men of the third regiment of guards, and diſlodge them. This ſtrange order, which was diametrically oppoſite to what had been concerted with the Commodore, was of infinite uſe to the enemy; for as ſoon as Colonel Forreſter began his march up the hill to attack the enemy in the wood, the naval officers on board the frigates which covered the embarkation, and who were remarkably attentive to all our motions, obſerving that this detachment would interpoſe between their fire and the enemy, ordered their ſhips to give over the cannonade. The error was perceived, when too late to be remedied. Colonel Forreſter was recalled, and the ſhipping inſtantly recommenced their fire; but the French had ſeized the lucky moment; and, during the fatal interval of the naval cannonade, kept pouring down in great numbers from the village of St Cas, to attack the troops which were now remaining on the beach. It was here that Lieutenant Colonels Clavering, and Lord Adam Gordon, at the head of their reſpective grenadier companies, ſo greatly ſignalized themſelves; and their example was followed by many others, who, by their bravery, prevented the enemy for a conſiderable time from being able to get out of the hollow way, till being overpowered by their ſuperior numbers, they were forced to retire to the beach. At this time the ſailors were obſerved to ſhew ſigns of fear, by diſcovering a reluctance to row in with the boats, and bring off the troops; whereupon, the Commodore, who was quite collected amid this ſcene of carnage, reproached his men, and ordered his own boat to be rowed into the thickeſt of the fire. He brought off ſeveral ſoldiers himſelf*, ſtanding upright in his boat. His example ſo animated his ſailors, that the tokens of fear which they had ſhewn, inſtantly vaniſhed: they now cheerfully followed their leader through every danger, and brought off many officers and ſoldiers, who muſt otherwiſe have either been killed or made priſoners.

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† The Author had this information from Colonel Forreſter himſelf.

All the ammunition of our ſoldiers was now expended, which, from an unparalleled neglect, was far from being complete in the morning; whereupon, unable any longer to withſtand the enemy's numbers, they diſperſed and fled. Part plunged into the water and endeavoured to reach the boats by ſwimming, in which attempt many periſhed. Part took to a rock on the right of the bay, where a conſiderable number were ſaved by the boats. It was here that brave Sir John Armitage was killed. As the enemy had now entire poſſeſſion of the beach, and ſtill kept firing on our men, who were no longer able to make any reſiſtance; the Commodore made the ſignal for the ſhips to ceaſe cannonading, when the enemy immediately gave quarter to the troops. General Dury having been wounded, took to the water, and was never more heard of. Colonel Lord Frederick Cavendiſh, with many other officers of diſtinction, were wounded and made priſoners. His Royal Highneſs Prince Edward was on ſhore when the attack began, and behaved with the greateſt ſpirit and reſolution; inſomuch, that the

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* So when the Grecians to their Navy fled,
High o'er the trench, Achilles rear'd his head:
Greece, from one glance of that tremendous eye,
Strait took new courage, and diſdain'd to fly:
Troy ſaw aghaſt the living lightnings play,
And turn'd her eye-balls from the flaſhing ray.

Pope's Homer's Iliad, Book 18.

the Commodore, thinking that he expoſed his perſon too much, was neceſſitated to command him to go on board.

The following return is allowed to give the moſt exact account of the loſs of the Britiſh army and navy on this occaſion.

| | Men. |
|---|---|
| ✓ Officers of the Army, killed, wounded or priſoners, - | 37 |
| ——— of the Navy, ditto, ditto, - - | 5 |
| ✓ Serjeants, drummers, and rank and file of the Army killed, wounded or made priſoners, - - | 750 |
| Seamen, ditto, ditto, - - - | 30 |
| Total, | 822 |

The Captains Rowley, Mapleſden, Paſton and Elphinſtone of the Navy, who aſſiſted Captain Duff to ſuperintend the re-embarkation of the troops, were made priſoners, and the firſt of whom was ſlightly wounded.

The Commodore wrote the following letter to Mr Secretary Pitt.

" *Eſſex, off St Cas Bay, September* 12*th*, 1758.

" SIR,

" IN my letter of the 7th, I had the honour to inform you " of the movement of the fleet from St Lunaire to this bay.

" The re-embarkation having commenced, at the Lieutenant-General's requeſt, upon his arrival with the troops on " this ſhore yeſterday morning; the firſt corps were taken off " without any conſiderable interruption from the enemy. But " in their attack upon our rear-guard, the Captains Rowley, " Mapleſden, Paſton, and Elphinſtone (commanding under " Captain Duff, the different diviſions of flat-boats), waiting " to embark with the grenadiers, were made priſoners. My " own obſervation of the very reſolute behaviour of theſe Captains, and Captain Duff, being confirmed by the report of " the land-officers concerned in that ſervice, I cannot omit this " notice of it.

" The other particulars of our loſs, reſpecting officers and

" men belonging to the ſhips of war, is added in the liſt an-" nexed. Judging the anchorage on this part of the coaſt no-" wiſe proper for the fleet to remain at this ſeaſon of the year, " till the further ſupplies provided could be taken on board, " if not ſent for, and the troops put again in a proper ſtate for " ſervice, I am therefore preparing, with the Lieutenant-" General's conſent, to return, for that purpoſe, to any ſuch " port as I may be able moſt conveniently to gain in England. " And I am, &c.

" HOWE.*

" *P. S.* His Royal Highneſs, who was pleaſed to be preſent " at the embarkation, continues in perfect health.

| " Ships. | Officers killed, wounded, or priſoners. | Seamen killed. | Seamen wounded. |
|---|---|---|---|
| " Eſſex, | - - - | 1 | 1 |
| " Rocheſter, | Mr Sommerville, ſecond Lieutenant " killed, one Midſhipman wounded. | 7 | 11 |
| " Portland, | Captain Mapleſden, priſoner; Mr " Lindſay, Midſhipman, wounded, | — | — |
| " Montagu, | Captain Rowley, ſlightly wounded, " and priſoner. - | — | 2 |
| " Jaſon, | Captain Paſton, priſoner. | — | 1 |
| " Salamander, | Captain Elphinſtone priſoner. | — | — |
| " Speedwell, | - - - | — | 2 |
| | " Total, | 1 | 17" |

The enemy did not purchaſe this victory at a cheap rate. Their loſs was never exactly known; but, from the fire of the troops, and the ſhot and ſhells from the ſhips, it muſt have been very conſiderable.

Thus ended our expeditions to the coaſt of France; the moſt expenſive, as well as a very uncertain method of making war. The ſucceſs of the two firſt expeditions this ſummer, had raiſed great expectations in the minds of the public: this unexpected check, therefore, was extremely mortifying to them, and made a great impreſſion on their minds. It is common with the vulgur, to rate military merit only by the ſucceſs that accompanies it. Thus, the Commander-in-Chief, who was the hero of the nation while at Cherburg, had now fallen in their opinion, and his conduct ſubjected to very ſevere animadverſions for his misfortune at St Cas. This diſaſter greatly elevated the French, who filled all the foreign gazettes with the moſt exaggerated accounts of our defeat. Indeed they had cauſe ſo to do, in order to afford ſome conſolation to their nation, whoſe trade was in a great meaſure ruined by the Britiſh navy, and whoſe coaſts had for the whole ſummer been inſulted with impunity. But in fact, this action at St Cas could only be called at moſt the cutting off a rear-guard; and, conſidering the nature of a war of this ſort, the Britiſh nation had great reaſon to congratulate themſelves that their loſs was ſo inconſiderable. The enemy's coaſts were not deſtitute of troops, as was the caſe in Autumn laſt year; for, beſides the army under the Duc D'Aiguillon in Britanny; a ſtrong force had been aſſembled in the neighbourhood of Cherburg; and the French Generals were ſeverely cenſured, for allowing the Britiſh army to retire from that place unmoleſted. This little affair diſpirited the Britiſh nation much more than it ought. Their expectations were too ſanguine; and more blame was thrown on General Bligh than he deſerved, whoſe chief fault on this occaſion ſeems to have ariſen from his being lulled into a fatal ſecurity, that the enemy were incapable of muſtering a force ſufficient to oppoſe his march, or interrupt his operations. Had General Bligh purſued his route to the heights of St Cas by forced marches, and there erected ſome works, to cover the retreat of his army while re-embarking, in all probability the loſs ſuſtained would have been very trifling.

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* While on this ſervice, the Honourable Richard Howe ſucceeded his brother, George Auguſtus Viſcount Howe, (who was killed in America,) in title and eſtate.

The ſpirit with which the operations of Britain were carried on this campaign, ſeemed to inſure ſucceſs; while the good intelligence which the Miniſter obtained of the enemy's deſigns, enabling him to counteract them, before they were ripe for execution. The enemy were far from idle, and intended to have detached ſquadrons from the ports of Breſt, Rochefort, and Toulon, to the aid of Louiſburg, (See the laſt part of Note 137.); where, if they had united, they would have formed a fleet nearly equal to that under Admiral Boſcawen. But this junction was happily prevented, by the activity of Admiral Oſborn in the Mediterranean, and of Admiral Hawke off the Iſle of Aix.

The fleet under Lord Anſon conſiſted of twenty-two ſhips of the line, and eight frigates (See Note 133.) His Lordſhip proceeded, as we have already obſerved, to block up the harbour of Breſt, and the French ports on that ſide, with a view to prevent them from ſending out a ſquadron to interrupt the operations of the fleet under the command of Commodore Howe. Soon after he got to his ſtation, Admiral Hawke was ſeized with a fever, and obliged to return to England. On this, his Lordſhip formed his fleet into three diviſions; Captains Corniſh and Geary being appointed Commodores, with broad pendants. He likewiſe detached ſmall ſquadrons to annoy the enemy's trade; which being now reduced to a very low ebb, theſe had little ſucceſs.

The Alcide, and Thames, with the Folkeſtone cutter, on the 22d of June, being on a cruize off Uſhant, gave chaſe to a French frigate. The Thames got up with her about one in the morning of the 23d, and began a cloſe engagement, which laſted till four; when the enemy run among ſome rocks near to Uſhant light-houſe, and by that means made her eſcape. Captain Colby was the only perſon hurt on board the Thames, being wounded by a muſket-ball in the left eye-brow. The Alcide could be of no uſe in this action, it being too near the ſhore for her draught of water.

Lord Anſon, with the ſquadron under his command, came to an anchor in Plymouth ſound the 19th of July, where he was joined by Rear-Admiral Holmes, who hoiſted his flag on board the Ramillies. And having taken on board water and proviſions, ſailed again on the 22d to his former ſtation.

On the 12th of September, the Shrewſbury, Unicorn, and Lizard, being on a cruize, gave chaſe to a number of ſmall French coaſting veſſels, under convoy of the Thetis and Calypſo frigates, and an armed ſnow, working between the paſſes of Fontenoy and Toulinguet, where our ſhips could not reach them. Captain Hartwell, however, greatly exerting himſelf, run all riſks to cut ſome of them off; and had the good fortune to get between the frigates with part of the convoy, and the paſs of Toulinguet. On this they ſtood for the ſouth ſhore. Captain Hartwell came up and engaged the two frigates near two hours, when the Thetis ſheered off, and run for the mouth of the river Poul Davit. A little before dark, the Calypſo, with about twenty of the ſmall craft, run on ſhore at Point de Leven, where it is probable ſhe was ſoon deſtroyed by the ſwell of the ſea, ſhe lying upon a large heel; and ſtriking very hard upon the rocks, with all her rigging ſhot to pieces. The Lizard had only one man killed, and eight wounded.

Rear-Admiral Saunders joined the fleet the end of Auguſt, and hoiſted his flag on board the Neptune. The three Admirals continued cruizing till the middle of September; by which time Commodore Howe had finiſhed his campaign on the coaſt of France; when Lord Anſon, and Rear-Admiral Holmes, with the greateſt part of the ſquadron returned to England, leaving the remainder under Admiral Saunders, to block up Breſt, and to endeavour to intercept the French ſquadron, then expected to be on its return from Quebec. He was not ſo fortunate as to fall in with them. He, however, continued cruizing till the middle of December, when he returned to England with the ſquadron.

## CAPTURES, &c. BY CRUIZING SHIPS.

THE Adventure armed ſhip, of eighteen guns, ſix pounders, commanded by Captain John Bray, being in Dungeneſs road on the 1ſt of January, ſaw a large ſnow reach in for the Neſs; on which, he cleared ſhip, and made ready for action. About two in the afternoon he cut his cable, and ſoon after the action began. Captain Bray, apprehending the enemy had a deſign of raking him, put the helm hard aport, which had the effect intended, of laying the enemy's ſhip athwart hauſe, their bowſprit coming in between the Adventure's main and mizen-maſts. Captain Bray himſelf, and the pilot immediately paſſed the end of the mizen top-ſail-ſheet through the enemy's bob-ſtay, and made it faſt; but fearing that ſhould not be ſtrong enough to hold them, they paſſed a hawſer three times round their bowſprit and the capſtern, on the Adventure's quarter-deck. The action now depended entirely on the ſmall arms, which was very ſmart for near an hour; when the enemy ſtruck. She proved to be the Machault privateer of Dunkirk, mounting fourteen guns, nine-pounders, with one hundred and two men; forty whereof were killed and wounded in the action. On board the Adventure there was only one man killed, and two wounded. In reward for this gallant action, Captain Bray was ſoon after made a Poſt-Captain.

The Huſſar, of twenty-eight guns, and two hundred men, commanded by Captain John Elliot, being on a cruize, about forty-five leagues to the weſtward of the Lizard, on the 8th of January, at day-break, ſaw a French privateer about two or three gun-ſhot from him, to which he immediately gave chaſe, but did not come up with her till near three in the afternoon, when ſhe brought to. A very warm engagement now commenced, which continued for an hour and three quarters, when the enemy ſtruck, having eight feet of water in her hold, five guns diſmounted, fifty-two men killed, and thirty-ſeven wounded, her main and mizen maſts gone, and the foremaſt ſo much damaged, that it fell overboard next morning. She proved to be the Vengeance of St Malo, mounting thirty-two guns, twelve and nine pounders, about twenty ſwivels, and had, on the rolle de l'equipage, three hundred and nineteen men. On board the Huſſar were ſix men killed, and fifteen wounded. The prize was purchaſed by Government, and added to the Royal Navy, by the name of the Vengeance, and where ſhe performed ſome good ſervices in the courſe of the war.

Captain Elliot, when on another cruize, took the Heureux Malouin, from Martinico for St Malo, mounting twenty-two guns, and manned by ſeventy men; laden with two hundred and forty-ſeven hogſheads twenty-one tierces and fifteen barrels of ſugar; ninety-four hogſheads fifty-one tierces forty-ſeven barrels and one hundred and fifty-nine bags of coffee; ſixteen bales of cotton; a caſe of cocoa, and a caſk of indigo.

The Windſor, commanded by Captain Samuel Faulknor, on the 14th of March, took the Pacifique, belonging to the French Eaſt India Company, laden with coffee, &c. from the Iſle of France. On the 17th of April, he fell in with two French frigates, conveying three ſtore-ſhips. The former made an appearance as if they meant to ſtand an engagement; but as ſoon as Captain Faulknor got within three gun-ſhot of them, they made all the ſail they could from him. He purſued; but perceiving they greatly outſailed him, he deſiſted from following them, and made after the ſtore-ſhips. As they ſteered different courſes, he could only take one, viz. the Grand St Pierre, of four hundred tons, laden with proviſions, and one thouſand ſtand of ſmall-arms, bound for Quebec. The Baden, another of theſe ſtore-ſhips, of nearly the ſame burden and lading, was taken by his Majeſty's ſhip the Alcide.

The Stirling Caſtle, Eſſex, and Loweſtoffe, took two French ſhips; one, of three hundred and fifty tons, mounting twenty guns, having on board ſixty-one ſeamen, and twenty ſoldiers; the other, of three hundred tons, mounting eight guns, having on board twenty-three ſeamen, and nineteen ſoldiers; both laden with proviſions for Louiſburg.

The Vanguard, Biddeford, and Dolphin, took a privateer belonging to Bayonne, of twenty-two guns; and a ſhip richly laden from St Domingo.

The Brilliant and Coventry took a French ſhip from St Domingo, and another from Cape Breton.

The Dunkirk, commanded by the Honourable Captain Digby, took three French ſhips, viz. two from Rochelle for Louiſburg, and one from Port Louis to St Domingo.

On the 29th of May, Captain Pratten, of his Majeſty's ſhip

Intrepid, being on a cruize, with a ſmall ſquadron, to the weſtward, about three in the afternoon, deſcried a ſail to the S. W. and immediately made the ſignal for the Dorſetſhire of ſeventy guns, commanded by Captain Denis, to chaſe; and ſoon afterwards, perceiving the ſail to be a large ſhip, he ordered the Achilles, commanded by Captain Barrington, after her, and then followed with the reſt of the ſquadron. About ſeven in the evening, the Dorſetſhire came up with the chaſe, and immediately began a very cloſe engagement, which continued with great briſkneſs till near nine o'clock; but on the Achilles coming up, and firing a few ſhot, the enemy ſtruck, and proved to be the Raiſonable, a French ſhip of war, of ſixty-four guns, and ſix hundred and thirty men, commanded by the Prince de Mombazon, Chevalier de Rohan. The enemy had ſixty-one men killed, and one hundred wounded in the action. The Dorſetſhire had fifteen men killed, and twenty wounded. The Raiſonable being quite a new ſhip, was purchaſed by Government, and added by the ſame name to the Royal Navy.

The Torbay, commanded by the Honourable Auguſtus Keppel, took the Roſtan, a privateer of Bourdeaux, of twenty-ſix guns, and three hundred and twenty men; twenty-ſix of whom were killed, and many wounded, before ſhe ſtruck. On board the Torbay, three men were killed. The Frenchmen on board this privateer, had deviſed a new and curious ſtratagem to ſave her. They concealed ninety men in the hold: when the few that are uſually put on board to navigate prizes into port ſhould be at a diſtance from the captors, theſe concealed men were to riſe and overpower them, and retake the veſſel: luckily, however, being too eager to put their ſcheme into execution, they were diſcovered, and diſappointed in their intention. The Roſtan, being a remarkably fine ſhip, was purchaſed by Government, and added to the Royal Navy, by the name of the Creſcent.

Captain Keppel, with ſome other ſhips under his command, took four French ſtore-ſhips, all bound for Canada.

The Brilliant, commanded by Captain Hyde Parker, took the la Nymphe, privateer of Granville, of twenty guns, and one hundred and ſixty men: and the La Vengeur privateer, of Dunkirk, of twelve guns, and ninety men.

The Alcide, commanded by Captain Douglas, took the Amphitrite from St Domingo for Bourdeaux, having a very rich cargo on board: and, in company with the Actaeon, Captain Ourry, took the Robuſte, a French ſhip, armed en flute, of twenty-four guns; having on board ſix twenty-four pounders; twelve eighteen pounders; ſix iron mortars; three thouſand bomb-ſhells of thirteen inches diameter; a great quantity of cordage, canvas, flour, and many other ſtores for the French ſquadron at Cape François in Hiſpaniola.

The Lizard, Captain Hartwell, being on a cruize off Breſt, on the 2d of October, fell in with L'Heroine, and Le Duc d'-Hanover, two French corvettes, and engaged both of them for upwards of an hour, when the former (the largeſt) made all the ſail ſhe could for the rocks near the opening of the paſſage of Fontenoy. Captain Hartwell then directed his whole fire to the latter, who ſtruck, after engaging half an hour longer: ſhe mounted fourteen guns.

The Southampton, Captain Gilchriſt, took, after an obſtinate engagement of three hours, the Caumartin privateer, of Dunkirk, commanded by Jean Baptiſt de Cock, new from the ſtocks, of two hundred and eighty tons, mounting ſixteen ſix-pounders, many ſwivels and muſquetoons; and had on board one hundred and forty-ſeven men. She had a ranſomer on board for twelve hundred guineas. Captain Gilchriſt likewiſe took a privateer of twenty guns, and two hundred and ten men, belonging to Bayonne, who ſtruck without firing a gun.

The Iſis, Captain Wheeler, took the Touraine, from St Domingo for Rochelle; and, in company with his Majeſty's ſhip the Vanguard, Captain Swanton, a Dutch ſhip of four hundred tons, laden with ſugar, &c. from St Domingo. Captain Wheeler likewiſe took the Rhinoceros, a French ſhip of war, of ſeven hundred tons, thirty-ſix guns, and three hundred men, from Quebec; but being very leaky, he took the crew out, and ſet her on fire.

The Falmouth, Captain William Brett, took the La Moreſſe de la Rochelle, from St Domingo, laden with ſugar, coffee, and indigo. While the two grand expedition fleets were fitting out at Portſmouth, the French Miniſtry were extremely anxious for intelligence concerning them; and ſome perſons were apprehended at the camp in the Iſle of Wight, on ſuſpicion of being ſpies. A few days after, a privateer of eighteen guns appeared off St Helen's road (May 25th), fired three guns, and ſent a boat on ſhore; but no perſon anſwering their ſignals, the boat returned immediately on board again. The privateer then ſtood towards Spithead, where, by way of fineſſe, ſhe ſaluted the Admiral under Engliſh colours, then ſtood off again, and fired five guns more, ſuppoſed to be a ſignal for ſome ſpy to come off to her. This ſtrange conduct creating a ſuſpicion that ſhe was an enemy, the Admiral made the ſignal for a frigate to ſlip and purſue her; on perceiving of which, ſhe ſet all the ſail ſhe could, and endeavoured to eſcape. Juſt at this time, the Loweſtoffe, Captain Haldane, was coming up to St Helen's from the Downs; and the frigate in chaſe making the ſignal of an enemy, the Loweſtoffe intercepted and took her: ſhe made no reſiſtance, having thrown all her guns overboard to make her ſail faſter. The Loweſtoffe took a large French ſhip from St Domingo, with a valuable cargo.

His Majeſty's ſhips Dolphin and Solebay, commanded by Captains Marlow and Craig, being in Leith road, and receiving intelligence that a French privateer, called the Marſhal de Belleiſle, of forty-four guns, and five hundred men, was cruizing off the mouth of the Frith of Forth; on the 21ſt of May ſailed in queſt of her, and, on the 26th, about ſeven in the morning, got ſight of her off the Red-head. They immediately gave chaſe. About eight, the Dolphin got up with her, and began a cloſe engagement, which continued about an hour and a half; at which time the Solebay came up, and began alſo to engage. The action continued till near twelve o'clock, when the enemy having greatly damaged the rigging of both ſhips, made ſail, and ſheered off. The Britiſh ſhips gave chaſe, but were too much diſabled to come up with the enemy. The privateer was commanded by the famous M. Thurot, of whom we ſhall have frequent occaſion to ſpeak in the courſe of this work. He had taken many veſſels on the Scots and Engliſh coaſts, and behaved with ſuch a degree of politeneſs and humanity to his priſoners, as is ſeldom experienced from one of his ſtation. By the maſter of an Engliſh veſſel, who was a priſoner on board the privateer at the time of the action, it was learnt, that the enemy had eighty men killed and wounded. The Dolphin had one man killed, and fifteen wounded. The Solebay had five men killed, and thirteen wounded; among the latter, was Captain Craig.

The Antelope, Captain Thomas Saumarez, being at an anchor in King-road, on the 31ſt of October, received intelligence that a French man of war was lying at anchor off the iſland of Lundy; on which he weighed, and, although the wind was contrary and blowing hard, he beat down the Briſtol channel, and next day ſaw her at anchor below Ilfracombe. The enemy, on diſcovering the Antelope, weighed and ſtood towards her: when about the diſtance of a mile, they hoiſted their colours, and ſeemed prepared to engage, but ſoon after hauled them down. As ſoon as the Antelope got within gun-ſhot of the French ſhip, ſhe fired a ſhot at her; which the enemy not returning, Captain Saumarez ſent his firſt Lieutenant on board them to know if they had ſtruck; but, the boat not returning ſo ſpeedily as he wiſhed, he bore down under her ſtern, and hailed to know if they had ſurrendered, when he was anſwered they had. She proved to be the Belliqueux, of ſixty-four guns, and had on board four hundred and ſeventeen men. She was one of M. du Chaffault's ſquadron from Quebec, that fell in with Admiral Boſcawen's fleet on the 27th of October. She had furs on board to a very conſiderable amount; and was purchaſed by Government, added to the Royal Navy, and the command of her conferred on Captain Saumarez.

The Dublin, Captain Rodney, on her paſſage to North America, took the Mount Martin, a French Eaſt India ſhip homeward bound, of great value.

No ſooner was the campaign on the coaſt of France over, than another conjunct expedition was formed by the Miniſter to diſtreſs the enemy's colonies in the Weſt Indies. A powerful ſquadron under the command of Captain Robert Hughes, was equipped for this ſervice; and a conſiderable body of land-forces, under the command of Major-General Hopſon, embarked on board tranſports, and ſailed from Spithead the end of November. But as the account of this expedition falls more properly in with the year 1759, it ſhall there be fully treated of. The Britiſh privateers and letters of marque were very ſucceſsful, many of the prizes they took being of great value. But the enemy's trade had ſuffered ſo much laſt year, and the beginning of this, that they were obliged to fall on various ſchemes to ſupply their colonies with neceſſaries, and to bring home their produce. From the tempting offers held out by the French merchants, the Dutch were induced to become their carriers, and, for ſome time, ſupported, by their aſſiſtance, the expiring commerce of France. It is impoſſible to enumerate all the conſiderable captures which were made this year. The moſt valuable cargoes were in Dutch bottoms; moſt of which, with many of the veſſels, were condemned as lawful prizes in the Court of Admiralty, at London. This ſpirited conduct of the Miniſtry, in directing the Britiſh cruizers to take all neutral veſſels they found aſſiſting the enemy, or carrying the produce of their colonies, was the occaſion of much altercation between the Britiſh Court and their High Mightineſſes. The Dutch ſtill perſiſted in this illicit commerce, as, when they happened to be ſo fortunate as to arrive ſafe, their profit was very great. Yet, from the number of ſhips which were condemned, their nation muſt have been conſiderable loſers in the end.

The enemy had no great ſucceſs in making valuable prizes in Europe, thoſe that they did take being chiefly coaſters.—They indeed took the Carnarvon Eaſt Indiaman, but ſhe was ſoon after retaken. But they gave the Britiſh trade a ſevere blow in America, by intercepting the homeward bound fleet from South Carolina, eſcorted by the Winchelſea frigate, which they took, together with thirty-four of the ſhips under her convoy. The reſt of the fleet diſperſed, and ſome of them eſcaped. This piece of good fortune, together with the deſtroying of his Majeſty's ſhips Triton and Bridgewater at Fort St David's in the Eaſt Indies, and the taking of the Stork ſloop of war in the Weſt Indies, were all the captures, of any conſequence, the enemy could boaſt of. The whole number of veſſels taken by the enemy this year, amounted to three hundred and thirteen, among whom were ſeven privateers. The balance, however, was greatly in favour of Britain; for, excluſive of the men of war taken and deſtroyed, they took forty-nine ſtout privateers and armed merchantmen; one hundred and four French trading ſhips, and one hundred and ſeventy-ſix neutral ſhips, having French property on board; moſt of which proved extremely beneficial to the captors.

## 1759.

If defeating the moſt formidable deſigns of an active enemy bent upon the deſtruction of this country, and a recital of the moſt glorious and important ſucceſſes, can give pleaſure to the reader, there are few parts of the annals of Great Britain, that can be compared with the tranſactions of this year. They afford a leſſon of the greateſt conſequence to the welfare of this country, and cannot fail to convince the world, that, with unanimity at home, a Miniſter of abilities poſſeſſing the confidence of the people, a right choice of commanders, and the national ſtrength exerted and directed againſt proper objects, we are not only capable of defeating the moſt dangerous deſigns of our natural and implacable enemies, but able to annoy them in every part of the globe; while, at the ſame time, we can grant ample protection to our own ſubjects, and aſſiſtance to our allies.

The enemy were ſo ſenſibly affected by the loſſes and defeats they ſuſtained laſt year, that they reſolved to repair them, and if poſſible, wipe out the diſgrace they had ſuffered from the repeated deſcents we had made on their ſea coaſts, and to retaliate on us, by invading Great Britain or Ireland. As they could not fail remembering to what a miſerable condition we were reduced in the year 1756, and the conſternation that their threats of an invaſion then created in the kingdom, they reſolved to repeat the ſame artifices in the year 1759. Indeed they were drove to the expedient of making Great Britain or Ireland the theatre of the war, as the only means left them of retrieving their affairs; and, from the immenſe preparations they were every where making for this enterprize, they hoped to occaſion ſuch a panic among the people of England, as would effectually prevent the Miniſter either from aſſiſting our German allies, or our American colonies; and, by obliging us to fix our ſole attention at home, to diſable us from proſecuting any ſchemes we had projected againſt their ſettlements in the Weſt Indies, or North America.

Notwithſtanding the immenſe force with which Great Britain was threatened to be attacked, all the deſigns of the enemy were rendered abortive. The caſe was now very different, from what it had been in the year 1756. The ſpirit of the nation was now rouſed, and the people were no longer in ſuch a wretched ſtate of imbecility, as to be intimidated by menaces. The greateſt confidence was placed in the abilities of Adminiſtration; who ſeemed ſo little to fear the threats and mighty preparations of the enemy, that they not only ſent ſuccours to the allied army under the command of Prince Ferdinand of Brunſwick; to our colonies in America and the Weſt Indies, and our ſettlements in the Eaſt Indies; but diſpatched a very powerful armament, very early in the ſpring, againſt Quebec; while the enemy, appeared reſolved to exert and collect the whole of their naval force in ſeconding their intended invaſion of the Britiſh dominions in Europe, neglected to ſend out any ſquadron to prevent the province of Canada from falling under the dominion of Britain.

From the extraordinary exertions made by Great Britain to carry on the war in America, the French Miniſtry flattered themſelves, that the coaſts of Britain and Ireland were in a great meaſure left defenceleſs; and boaſted, that we had not ſhips to form a ſquadron of ſufficient ſtrength to face the fleet they were preparing at Breſt. They made no ſecret of their intentions of an invaſion, which they gave out, was to be made on Ireland, England, and Scotland, at the ſame time. For putting in execution their deſign againſt the firſt mentioned kingdom, they aſſembled a large body of troops at Vannes, in Lower Britanny, under the command of Duc d'Aiguillon, Governor of that province. Theſe were to be embarked on board tranſports, a great number of which they had collected in the Morbihan for this purpoſe, and which were to be eſcorted to their deſtination, by the combined ſquadrons of men of war from Breſt and Toulon, commanded by M. de Conflans, and M. de la Clue. For the invaſion of England, a great army was aſſembled on the coaſt of Normandy; the embarkation of which was to be at Havre de Grace; where the narrowneſs of the channel made the enemy conceive hopes that this enterprize might be executed in flat-bottomed boats. For this purpoſe, they cauſed a great number to be built there on a new conſtruction. They were calculated to hold four hundred men each, to carry two pieces of cannon, twenty-four pounders, one at the bow, and the other at the ſtern, with one maſt, and were ſo conſtructed, as to draw very little water. With theſe boats, they flattered themſelves they ſhould be able to tranſport their army acroſs the channel in a dark night, and land on the Engliſh coaſt before any of our ſhips of war could diſcover them.

The enterprize they intended againſt Scotland, or the north of Ireland, was to be attempted by a much inferior force to the other two, whoſe operations were only to ſecond their other deſigns, by cauſing a diverſion in the north of Scotland, or of Ireland, in order to diſtract us, while we ſhould be buſy in repelling their main attacks. The armament allotted for this ſervice was to ſail from Dunkirk. The land forces conſiſted of no more than fifteen hundred men, to be eſcorted by five frigates commanded by M. Thurot; a man, who, from being maſter of a ſmall privateer, had, at the commencement of the war, in this inferior ſtation, not only rendered himſelf famous, but reſpectable, and had attained a character, in-

infinitely ſuperior to the Captains of corſairs in general. He was not more remarkable for his activity, than his humanity; inſomuch, that theſe, added to his ſucceſs, not only rendered him a great favourite of his own nation, but he was even eſteemed by his enemies. His daring ſpirit, and a thorough knowledge of the Britiſh coaſts, pointed him out to the French Miniſter, when their nation did not abound in great men, as a fit perſon to be employed in ſuch a deſperate enterprize, and raiſed him from a private ſtation, to the command of a ſquadron of King's ſhips.

Such were the formidable projects the enemy had planned. But, by the provident care of the Miniſter, who not only kept a ſufficient force to guard the Britiſh coaſt, but ſent out powerful fleets to block up the enemy's principal ports, their diſperſed ſquadrons were not able to effect a junction with each other, without hazarding a battle, which, if they did, they were almoſt ſure of being defeated; ſo that, in the end, all the ambitious ſchemes which they had laid with ſo much care were completely fruſtrated, and reflected nothing but diſgrace upon the projectors of them. The militia of England were embodied, and were diſpoſed in ſuch a manner, that, with the regular troops at home, a very ſtrong army would have been ready to face the enemy wherever they might have preſumed to attempt a landing. Notwithſtanding the artifices of the French to intimidate the people, and which their emiſſaries endeavoured to infuſe into their minds with great induſtry, by reports of their immenſe preparations for war, together with the account of the tranſports and flat-bottomed boats that were getting ready in their ports; no kind of terror was ſeen among the people, but a calm, ſteady bravery appeared, and an alertneſs every where ready to repel the threatened attack. Every meaſure indeed was taken, that tended to defeat the enemy's ſchemes.

A ſquadron of men of war was ſtationed off Dunkirk, under the command of Captain Boys, to watch the motions of M. Thurot. Admiral Smith commanded in the Downs, having under him Sir Piercy Brett. Rear-Admiral Rodney was ſtationed with a conſiderable force in the channel, ſo as to have an eye on the ports of Normandy. Sir Edward Hawke was ſent out with a ſtrong ſquadron of men of war to block up the harbour of Breſt. The command of the fleet in the Mediterranean, was entruſted to Admiral Boſcawen, who carried out with him a ſtrong reinforcement of ſhips to that ſtation. Rear-Admiral Corniſh was ſent with another ſtrong reinforcement of ſhips to the Eaſt Indies, and likewiſe took out a conſiderable body of land-forces with him. The ſquadron at the Leeward Iſlands, when joined to that under Captain Hughes, became extremely formidable; was to act in concert with the land-forces under Major-General Hopſon, againſt the French ſettlements in that part of the world. Major-General Wolfe was pitched upon to command the land, and Vice-Admiral Saunders the naval forces, deſtined againſt Quebec. Such was the arrangement of the Britiſh forces, and ſuch the commanders whom the Miniſter thought fit to employ on this important occaſion. Indeed, the choice did almoſt as much honour to him who ſingled them out, as their conduct did to themſelves, and to their country.

The Parliament were extremely liberal in their grants this year. In the courſe of the Seſſion, they voted ſixty thouſand ſeamen, including fourteen thouſand eight hundred and forty-five marines, for the ſervice of the current year; and the ſum-total of the ſupplies granted, amounted to 12,761,310l. 19s. 5½d. (See Note 134.)

On the 14th of February, this year, his Majeſty was pleaſed to order the following promotion of Flag-Officers:

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| Honourable George Townſhend | Vice-Admirals of the Red. |
| Francis Holburne, Eſq; | |
| Thomas Cotes, Eſq; | Vice-Admirals of the White. |
| Thomas Frankland, Eſq; | |
| Lord Harry Powlett | |
| Harry Norris, Eſq; | |

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|---|---|
| Thomas Broderick, Eſq; | Vice-Admirals of the Blue. |
| Sir Charles Hardy, Knight | |
| George Earl of Northeſk | |
| Charles Saunders, Eſq; | |
| Thomas Pye, Eſq; | Rear-Admirals of the Red. |
| Charles Stevens, Eſq; | |
| Philip Durell, Eſq; | |
| Charles Holmes, Eſq; | Rear-Admirals of the White. |
| Samuel Corniſh, Eſq; | |
| Francis Geary, Eſq; — | Rear-Admiral of the Blue. |

On the 19th of May, the following Captains were promoted to Flags, viz.

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| Smith Callis, Eſq; | Rear-Admirals of the Blue. |
| George Bridges Rodney, Eſq; | |

The ſucceſs which the Britiſh privateers had the preceding years, encouraged more adventurers to try their fortunes in like manner, ſo that the channel ſwarmed with them. But their harveſt was over. The French trade to the Weſt Indies was in a manner ruined; indeed, very few French veſſels ventured to ſea; ſo that many perſons, from their want of ſucceſs, loſt ſuch great ſums by the equipment of privateers, that they were unable to indemnify their owners. Great numbers of theſe privateers were very ſmall; and ſome of them were commanded by men remarkable only for a brutal courage, and entirely devoid of every principle of honour or humanity; and the horrid exceſſes committed by ſome of thoſe wretches upon neutral veſſels, called loudly for the puniſhment of the perpetrators.

The traffic which the Dutch had entered into with the French, in ſupplying them with naval ſtores, and conveying the produce of their colonies to Europe, gave theſe miſcreants a pretext for boarding all Dutch veſſels they met, and for ſearching them. A Dutch ſhip from Copenhagen, having on board the baggage and domeſtics belonging to the Marquis de

Pignatelli, Ambaſſador from the Court of Spain to the King of Denmark, was boarded no leſs than three times ſucceſſively, in the Engliſh Channel, by three different privateers, who forced open the hatches, rummaged the veſſel, broke open and rifled the trunks and packages belonging to the Ambaſſador, inſulted, wounded, and beat his officers and ſervants, and carried off wearing apparel and effects to a large amount, together with letters of credit, and a bill of exchange. Another Dutch ſhip was detained, and rifled by other privateers, who killed ſome of the crew with hatchets, and terribly wounded the reſt.

Complaints of theſe piracies and robberies having been made to the Court of London, the Lords of the Admiralty promiſed, in the Gazette, a reward of five hundred pounds, without deduction, to any perſon who ſhould diſcover the offenders concerned in theſe acts of piracy. Some of them were accordingly detected, and brought to a public trial, when they were condemned, and moſt deſervedly ſuffered death at Execution-dock, near Wapping. But Admininiſtration reſolved, in next ſeſſion of Parliament, to redreſs, if poſſible, this grievance, and put an effectual ſtop to ſuch proceedings in future. Accordingly, an act was paſſed, intituled, "An act to explain "and amend an act of the twenty-ninth of George II., for "the encouragement of ſeamen, and the more ſpeedy and ef-"fectual manning of his Majeſty's navy; and for the better "prevention of piracies and robberies by private ſhips of war." The preamble of this act ſet forth, that repeated complaints have of late been made, of divers outrageous acts of piracy committed by the crews of ſmall veſſels, being, or pretending to be Engliſh privateers. And, after enacting, That from and after the 1ſt June 1759, ſo much of the act of the 29th of George II., as directs the granting of commiſſions to privateers, is repealed; it declares, that ſuch commiſſions are however ſtill to be granted, upon application to the Admiralty; but providing, that no ſhips ſhall be entitled to theſe in Europe, except ſuch as are above one hundred tons burden, and carrying ten carriage guns, three pounders and forty men; unleſs the Admiralty, in their diſcretion, ſhall think fit to grant ſuch commiſſion to any ſhip of inferior ſize or burden.

The power thus granted to the Admiralty, was in conſequence of a petition from the inhabitants of the iſlands of Guernſey and Jerſey to Parliament, ſetting forth, That a great number of the inhabitants of thoſe iſlands, had now, as in former wars, embarked a great part of their fortunes in equipping ſmall privateers, which uſed to run in cloſe with the French ſhore; and, being diſguiſed like fiſhing boats, had not only taken a number of French prizes, to the great annoyance of the enemy; but alſo obtained material intelligence of their deſigns, on many important occaſions: That theſe ſervices could not be performed by large veſſels, which durſt not approach ſo near the coaſt, and indeed could not appear without cauſing an alarm, which was communicated from place to place by appointed ſignals. For theſe and other reaſons, they prayed to be exempted from the penalties in the bill then depending.

## EAST INDIES.

Vice-Admiral Pocock having refitted his ſquadron at Bombay, made ready for ſea; and on the 7th of April, ſailed for the coaſt of Coromandel, uſing his utmoſt endeavours to get round the iſland of Ceylon before the French fleet, which was daily expected from the Mauritius. Having gained this neceſſary point, he continued to cruize in ſtations the moſt likely to intercept the enemy's fleet, and at the ſame time to protect the Britiſh trade.

On the 30th of June, he had the good fortune to fall in with the Grafton and Sunderland from England, with five ſail of Eaſt Indiamen. On board of theſe ſhips he found proviſions and ſtores, of which his ſquadron ſtood very much in need.

On the 3d of Auguſt, he ſailed for Pondicherry. Off this place he cruized during the whole of that month, but could ſee nothing of the enemy, nor hear any tidings of them. Both his proviſions and water beginning to grow ſcarce, he was neceſſitated to proceed with the ſquadron to Trincomalé, where he got a ſupply of thoſe articles. He ſailed from thence with his ſquadron on the 1ſt of September, having, a few days before, diſpatched the Company's frigate Revenge, with orders to cruize off Ceylon, and to keep a ſharp look-out for the enemy.

M. d'Aché, who, with his ſquadron arrived at the iſland of Mauritius the end of September 1758, here found a reinforcement of three ſail of the line, under the command of M. d'Eguille, an officer of great reputation, waiting for him, and ſeveral of their Eaſt India Company's ſhips were alſo arrived from France. The crews of all theſe ſhips amounted to 5500 men. A number ſo great brought the enemy into great diſtreſs, for all the proviſions that could be collected in the iſles, or what could be drawn from Madagaſcar, with the ſupplies ſent from Europe, were inſufficient to feed this multitude, their numbers nearly equalling that of the French coloniſts in that part of the world. Councils were held to deviſe means of relief, and they determined to ſend one of their ſhips of war, with eight of the Company's ſhips, which would leſſen their number between three and four thouſand men, to the Cape of Good Hope, where they were to endeavour to purchaſe proviſions, ſufficient for the ſquadron for the voyage to India, and in the meantime, the crews would be ſupported, without encroaching on the original ſtock. Theſe ſhips arrived at the Cape the beginning of January: two of them had the good fortune to take the Grantham, a valuable ſhip belonging to the Britiſh Eaſt India Company, that had been diſpatched from Madras in the month of September. At the Cape, the French purchaſed, but at a vaſt expence, a great quantity of grain, wine and meat, and returned to the Mauritius, in April and May. In the interim, M. d'Aché was buſily employed in refitting his ſquadron, and the four war ſhips, belonging to the French Eaſt India Company, which had not hitherto mounted the number of guns they were pierced for, were now armed to the full ſcale of their conſtruction. Theſe alteration and other equipments, retarded the departure of the ſquadron from the Mauritius until the 17th of July. They ſteered firſt for the iſland of Bourbon, and then for Foul Point, in the iſland of Madagaſcar, to take in ſome rice and other proviſions, which had been procured there, and on the 30th of Auguſt arrived off the port of Batacola, in the iſland of Ceylon, twenty leagues to the ſouth of Trincomalé, where M. d'Aché obtained information of the Britiſh fleet, and, on the 2d of September got ſight of them off Point Pedron. His ſquadron conſiſted of eleven ſhips of the line, beſides frigates. Admiral Pocock had only nine ſail of the line and a frigate.

The ſame day, the Revenge frigate, about ten o'clock, made a ſignal to Admiral Pocock, for ſeeing fifteen ſail in the S. E. quarter, ſtanding to the N. E. Theſe proved to be the enemy's fleet; and, ſoon after, they ſaw the Revenge chaſed by a French frigate, who fired ſeveral ſhot at her. Upon which Admiral Pocock made the ſignal for a general chaſe, and ſtood toward the enemy with all the ſail he could crowd. This ſoon obliged the enemy's frigates to give over chaſe, and rejoin the French ſquadron. Falling little wind, the Britiſh fleet was prevented from getting near them when the day cloſed.

This formidable fleet, the greateſt that had ever appeared in the Indian ſeas, was chaſed, invited, and even provoked to fight by a much inferior force; for, on a comparative view of the two ſquadrons, it appears that Admiral Pocock had but nine ſhips of the line, including the Cumberland, which was ſo weak and diſabled as to be obliged to be reduced from ſixty-ſix to fifty-eight guns, in order to eaſe her; whilſt M. D'Aché had eleven ſail of the line, and a much greater ſuperiority not only in guns and men, but in ſize of ſhips and weight of metal. The enemy, notwithſtanding their ſuperior ſtrength, endeavoured to ſteal away in the night undiſcovered; but were fruſtrated in this deſign, by the Admiral's ordering the Revenge to make ſail to the S. E., and to try to keep ſight of them. She was ſo lucky as to diſcover them about eleven at night, and immediately made the ſignal, on which the whole fleet bore down towards them.

On the 3d, about one in the morning, a heavy ſquall coming on, which continued till three, obliged the Britiſh fleet to bring-to, and clew up their ſails. At day-break, the enemy's fleet was diſcovered bearing N. E. by N., about five or ſix miles diſtant. Admiral Pocock then made the ſignal for a general chaſe to the N. E.; Point Pedroon, on the iſland of Ceylon, bearing weſt ſix or ſeven leagues. At nine, the enemy's fleet bore N. E. by E., and were formed in a line-of-battle ahead, on the ſtarboard tack, with the wind at W. N. W. A little after nine, Admiral Pocock made the ſignal for a line-of-battle abreaſt, and ſtood for the centre of the enemy's fleet, which kept under way, and appeared to go from the wind; by which means the Britiſh fleet altered their bearings greatly; for, by noon, they bore S. E. by E., diſtant ſix or ſeven miles.

The wind decreaſing as the day advanced, and the Tiger and Newcaſtle ſailing very ill, though they carried all the ſail they were able, it was near ſun-ſet before the fleet could form their line. About a quarter after five, the Britiſh ſquadron being nearly abreaſt of the enemy, they wore, and came to the wind on the other tack; upon which the Britiſh ſhips tacked, the rear firſt, and ſtood for the enemy's ſquadron. The Britiſh fleet was now about four miles diſtant, with very little ſteerage way, and continued ſo till near ten; when a freſh breeze ſpringing up from the S. S. W., the ſquadron hauled cloſe to the wind under their topſails, and formed the line ahead. This ſhift brought the enemy aſtern, and a little upon the weather quarter of the Britiſh line; but it ſoon after proving hazy, the Britiſh fleet loſt ſight of them. What is very remarkable, the enemy made no ſignal, in this or the preceding night, either with guns or lights. The Revenge was ſent to look out aſtern, but not perceiving them, ſhe was ſent ahead; and, about eight o'clock next morning, ſhe made the ſignal for ſeeing four ſail to the N. E.; on which a general chaſe was begun by the whole ſquadron, and continued till near two in the afternoon; at which time, ſeeing no more than two ſhips, and the Admiral finding he could not come up with thoſe, he made the ſignal for the Revenge to come into the fleet: when he ſtood to the northward, and made all the ſail he could to get off Pondicherry, juſtly concluding the French ſquadron was bound thither.

The Admiral got off that place early in the morning on the 8th, but ſaw no ſhips in the road. At one in the afternoon, however, of that day, he diſcovered the enemy's fleet to the S. E.; and by three, he counted thirteen ſail. He was then ſtanding to the northward with the ſea breeze; and, to prevent their paſſing him, he kept a ſharp out-look in the night. On the 9th, at ſix in the morning, he only diſcovered part of the enemy's ſquadron; but, by nine o'clock, he counted ſixteen ſail. At two in the afternoon, the wind ſpringing up, he made the ſignal for a general chaſe; and at four, the enemy appeared to be formed in a line of battle abreaſt, and bore right down upon him. Admiral Pocock ordered the Revenge to keep between the ſquadron and the enemy during the night, in order to obſerve their motions.

At ſix in the morning on the 10th, the enemy's ſquadron bore S. E. by S. diſtant eight or nine miles, and was formed in a line of battle ahead on the ſtarboard tack. Admiral Pocock continued bearing down on them in a line of battle abreaſt, with the wind about N. W. by W. At ten, the enemy wore, and formed a line of battle ahead on the larboard tack; and at eleven, the Britiſh did the ſame. Rear-Admiral Stevens in the Grafton being then oppoſite to the Zodiaque, began the action on the Britiſh ſide; when, perceiving Admiral Pocock in the Yarmouth was coming cloſe to that ſhip, after giving her a few broadſides he left her; then, puſhing on, he attacked the Vengeur; which having drove out of the line, he went to the aſſiſtance of the Tiger and Newcaſtle, two ſhips ahead of him, that had ſuffered very much from the ſuperiority of the ſhips of the enemy which they had engaged. One of theſe, the St Louis, did not long withſtand the fire of the Grafton, but retired out of the line. The Rear-Admiral then attacked the Minotaur, and the Duc d'Orleans, and continued to engage both theſe ſhips till the battle ended. Admiral Pocock beſtowed his firſt fire on the Comte de Provence; and then ſhot ahead, and engaged M. d'Aché in the Zodiaque. The action now became general with ſeven of the headmoſt Britiſh ſhips; but the Sunderland ſailing very ill, kept back the Weymouth. Theſe two ſhips, from the French Admiral beginning the combat before they could cloſe the line, were in a great meaſure deprived of the glory of the day; by which means the Saliſbury, the weakeſt ſhip, was left alone to engage the Illuſtre, ſupported by the Fortunée; and, in conſequence of ſo unequal a fight, was greatly ſhattered, having in a ſhort time loſt her main-top gallant-maſt, and preſently after, her main-top-ſail, which obliged her, for a little, to quit the line: juſt at this time, the Sunderland luckily got up, and directly engaged the Illuſtre.

The Elizabeth led the Britiſh van, and attacked the Actif, which ſhip, in leſs than a quarter of an hour, took fire. This accident bringing her crew from the guns to extinguiſh it, the Elizabeth took every advantage of the diſaſter, and kept up a well directed cannonade on the Actif, who for a conſiderable time was unable to return a ſingle ſhot. M. de l'Aguille, in the Minotaur, perceiving the diſtreſs of the Actif, went to her aſſiſtance, which obliged the Elizabeth to haul her wind: by this manœuvre ſhe was unluckily drove beyond the line of action. The Tiger then engaged the Minotaur, and the Newcaſtle the St Louis: in this conflict, from the diſparity of the Britiſh ſhips, they were both greatly diſabled: it was then that Rear-Admiral Stevens in the Grafton came very opportunely to their aſſiſtance. The enemy having aimed much at the rigging of our ſhips, the Sunderland, who had to deal with both the Illuſtre and Fortunée, before ſhe had fired three rounds, was in a manner diſabled by the fall of her main-top-ſail; and her head braces being likewiſe ſhot away, her fore-top-ſail ſwung back, which made her fall aſtern of her two opponents. At three o'clock, the Saliſbury got into the line again; and, in a quarter of an hour afterwards, both the Comte de Provence and the Duc de Bourgogne, were obliged to quit it in order to re-

refit their rigging; on which the Illuſtre cloſed up to the Zodiaque.

At four o'clock, the only French ſhips which kept the line and continued the engagement, were, the Minotaur and Duc d'Orleans againſt the Grafton, the Zodiaque againſt the Yarmouth, the Illuſtre againſt the Cumberland, and the Fortunée and Centaur againſt the Saliſbury and Sunderland. Soon after, the Fortunée and Centaur quitted the line. The French Admiral being at this time rendered inſenſible by a very bad wound he had received in his thigh from a grape ſhot, and the Captain of the Zodiaque being killed an hour before, the officer next in command ordered the ſhip to be wore, in order to join thoſe who had gone off, when the other French ſhips ſoon followed their Admiral: which having joined, their whole ſquadron bore away, and ſtood to the S. S. E., with all the ſail they could crowd. The four ſhips that compoſed the Britiſh van, had ſuſtained ſo hot a fire, during two hours, from ſix of the enemy's largeſt ſhips, that they were in no condition to purſue. The Tiger had her mizen-maſt and main-top-maſt ſhot away, beſides being in other reſpects greatly diſabled. The Newcaſtle was much damaged in her maſts, yards, and rigging. The Cumberland and Saliſbury in the rear, were not in a condition to make ſail. The Yarmouth had her fore-top-ſail yard ſhot away in the ſlings; and the Grafton and Elizabeth were greatly diſabled in their maſts, yards, and rigging. The Sunderland and Weymouth, in ſhort, were the only ſhips capable of purſuing the enemy; ſo that only ſeven of the ſhips received the whole fire of the enemy's fleet, till towards the concluſion, and even then, only eight.

The enemy continued retreating to the ſouthward till dark; at which time, Admiral Pocock ordered the Revenge to keep between our ſquadron and the enemy's; and then lay-to on his larboard tack, in order that the diſabled ſhips might repair their damages. At day-break, on the 11th, the enemy were ſeen to the S. S. E., lying-to on the larboard tack, about four leagues diſtant, the wind about weſt. On diſcovering our ſquadron, they immediately wore and brought to on the other tack, and continued ſo till the evening, when their diſtance was ſo much increaſed, that they could hardly be diſcovered from the main-tops of the Britiſh ſquadron.

At this time, the wind coming to the eaſtward, Admiral Pocock made the ſignal to wear, and ſtood under an eaſy ſail to the S. W.; the Sunderland having the Newcaſtle in tow; the Weymouth the Tiger; and the Elizabeth the Cumberland.

The loſs the enemy ſuſtained in this battle, was near fifteen hundred men killed and wounded. Among the former, was the Captain of the Zodiaque, and M. Surville of the Centaur: among the latter, the Comte d'Aché. Their ſhips were much damaged in their hulls; but as their rigging had ſuffered little in compariſon with the Britiſh, they had it now in their power to reach Pondicherry; the only point they now ſeemed ſolicitous about. They accordingly ſailed for that place, where they landed about four hundred European ſeamen, two hundred Caffrees, two or three lacks of rupees, and the diamonds which they found in the Grantham Indiaman; the value of the diamonds might be about two lacks more.

The loſs of men the Britiſh ſuſtained in this action was very conſiderable; there being no leſs than five hundred and ſixty-nine men killed and wounded, viz. one hundred and eighteen killed in the action, ſixty-ſix who died of their wounds, one hundred and twenty-two dangerouſly wounded, and two hundred and ſixty-three ſlightly. Among the killed, was Captain Colin Michie of the Newcaſtle, together with Captain Gore and Lieutenant Redſhaw of the marines; Lieutenant Elliot and the gunner of the Tiger; the maſter of the Yarmouth, and boatſwain of the Elizabeth. Amongſt the wounded were Captain Somerſet of the Cumberland, who was hurt in one of his ancles; and Captain Brereton of the Tiger, who received a contuſion on his head. All the officers and ſeamen behaved with the greateſt bravery and ſpirit during the action; and, by the vigour and conſtancy of their fire, obliged the enemy to retreat, notwithſtanding the great ſuperiority of their force. On the 12th, Admiral Pocock having got ſight of the ſhips in Negapatnam road, early in the morning, and ſeeing nothing of the enemy's fleet, he came to an anchor with the ſquadron at ten o'clock in the forenoon, about three leagues to the ſouthward of that road; and in the evening, diſpatched the Revenge to Madras, with letters to the Governor and Council. On the 15th, the whole ſquadron came to an anchor in Negapatnam road, where the Admiral inſtantly ſet to work to repair his damages, refit his ſquadron, and put things in the beſt condition poſſible for ſervice that the time permitted. Early in the morning of the 20th, he once more put to ſea, and ſtood to the northward; and at nine, he was joined by the Revenge from Madras, who brought him a reinforcement of ſixty-three men belonging to the Bridgewater and Triton, which had been taken at Fort St David's, and exchanged at Pondicherry; beſides ten impreſſed men from the Calcutta Indiaman. Theſe were divided between the Tiger and Newcaſtle, as thoſe were the ſhips which had loſt the greateſt number of men in the late engagement. The Admiral likewiſe received a letter from the Governor and Council, of which the following is an extract.

" SIR,

" The Revenge anchored here the night of the 14th inſtant; " and next morning, we received the honour of your letters, " dated the 11th and 12th inſtant; containing advice of your " diſcovering the enemy's fleet on the 2d, and, after much fatigue, bringing them to an action on the 10th. The warm " fire you ſuſtained for two hours with ſeven ſhips againſt eleven, and obliging them at laſt to make their retreat, will do " immortal honour to you and Mr Stevens, and all the brave " officers who had the happineſs to ſerve under you: and we " feel much for the Commanders of the Weymouth and Sunderland, who were deprived, by the nature of the enemy's " diſpoſition, from coming in for an equal ſhare in the glory of " the day. We look upon this as the laſt effort of the enemy, " and well might they boaſt of their ſuperiority; but the check " they have met with, will ſhew them they are diſappointed of " the mighty effects they expected from this armament. It is " fortunate you found means to force them to an engagement " be-

" before they reached Pondicherry, as the troops they may have " brought for landing, have no doubt had a ſhare in the loſs. " As yet, we have not heard of their arrival at Pondicherry; " but we ſuppoſe them there by this time, as the wind has been " ſtrong ſoutherly. After they have landed their troops and " ſtores, no great advantage can be expected by engaging them; " and we would rather take the liberty to recommend the wait- " ing, until joined by the reinforcements from England, &c. " &c.

" *Fort St George, September 16th*, 1759."

From the enemy's ſquadron having been for ſome time at Pondicherry, they muſt have had all their damages thoroughly repaired, and in every reſpect ready for action. As Admiral Pocock was neceſſitated to paſs by that place, in his way from Negapatnam to Madras, he judged his doing it in the night would be liable to miſrepreſentation, and that it would certainly give the enemy reaſon to conclude, that the ſquadron had ſuffered ſo much in the late engagement, that he was deſirous of avoiding the French fleet. Notwithſtanding all the advantages of ſuperiority and ſituation, Admiral Pocock determined not to paſs the enemy's port in the dark, nor baulk M. d'Aché, if he had a mind to try his ſtrength with him once more.

By break of day of the 27th, Admiral Pocock and his fleet were got cloſe in with Pondicherry road, where the French ſquadron were lying at anchor in a line of battle. Our fleet not being in a condition to attack them in that place, where they would be ſeconded by the fort and batteries on ſhore; the Admiral, therefore, drew his ſquadron into a line of battle a-head upon the ſtarboard tack, and was then almoſt within random ſhot of their neareſt ſhip. The wind blowing off ſhore, about W. S. W., our ſhips lay with their main-top-ſails to the maſt, juſt keeping a proper ſteerage way for the line of battle to continue well formed. While our ſquadron remained in this ſituation, the French Admiral made the ſignal, at ſix o'clock, to heave a-peak, and, an hour after, to weigh; and by the time all the ſquadron, which conſiſted of eleven ſail of the line and two frigates, was under ſail, it was near ten o'clock, at which time, as the wind was off ſhore, the Britiſh fleet conſequently were driven to the leeward; Admiral Pocock was in hopes they would bear directly down and engage. But M. d'Aché had no ſuch intention. He made the ſignal for his ſquadron to keep cloſe by the wind, and alſo to make ſail and ſtretch away to the ſouthward in a line of battle ahead; by which manœuvre, they increaſed their diſtance, from about random ſhot at day-light, to near four leagues to the windward at ſun-ſet. Had they cut or ſlipped their cables, on firſt diſcovering the Britiſh ſquadron, they might have come to an action before ſeven o'clock; and, after they got under ſail, had they bore directly down, might have been cloſe along ſide by eleven.

As ſoon as the French ſquadron returned to its anchorage off Pondicherry, the ſupplies they had brought for the army and preſidency were landed; the treaſure amounted to 16000l., in dollars, and the diamonds taken in the Grantham, were eſteemed worth 17,000l. The troops amounted to only one hundred and eighty men. Count d'Aché would not go aſhore, and ſignified his intention of ſailing immediately for the Mauritius. The ſeaſon, although advanced, was not yet dangerous, nor were the damages ſuſtained by the French ſquadron greater than what had been ſuſtained by the Britiſh; but the intelligence he had received of a reinforcement of four ſhips of the line being every day expected by Admiral Pocock, which would give him ſuch decided ſuperiority of force, that he was reſolved to put to ſea as ſoon as poſſible: Accordingly, on the 19th, he made the ſignal for ſailing, and all the ſhips looſed their top-ſails.

The ſupplies brought by the ſquadron to Pondicherry, were neither proportioned to the wants or expectations of the ſettlement, and when their contents were made known, there appeared the ſtrongeſt marks of diſappointment in every face, but the ſight of the ſquadron getting under way, in twenty-four hours after their arrival, ſpread univerſal conſternation, and excited the greateſt ferment and indignation. The principal officers of the military and civil departments, the principal inhabitants and clergy aſſembled at the Governor's houſe, and immediately formed themſelves into a national council, which unanimouſly decreed, that the precipitate departure of the ſquadron muſt produce the moſt detrimental conſequences to the intereſt of the ſtate, as holding out to all the country powers a moſt ſhameful acknowledgement, that they had been entirely defeated in the laſt ſea-fight, and were not able to ſtand another; and that they utterly deſpaired of every thing on ſhore. In conſequence of this reſolution, a proteſt was immediately drawn, declaring M. d'Aché reſponſible for the loſs of the colony; ſuch were the ſtrong words they made uſe of, and reſolving to lay their complaints before the King and Miniſtry, and demand public juſtice for his conduct. The ſhip Duc d'Orleans, having been by ſome accident detained in the road, after the others were under ſail, her commander was charged to deliver the proteſt to M. d'Aché, and alſo a copy to every commander in the ſquadron, which were twelve leagues out at ſea when the Duc d'Orleans joined them. Upon receiving the proteſt, M. d'Aché immediately held a council, conſiſting of all the commanders of his fleet, and on the 22d of September, he returned with the ſquadron, and anchored in the road of Pondicherry, and went aſhore to conſult with General Lally, and the members of the Council.

M. d'Aché continued firm in his opinion of returning to the Mauritius as ſoon as poſſible, and M. Lally and his council finding him inflexible, were obliged to compromiſe matters with him, and agree to his departure, on condition that he ſhould leave all the Coffrees ſerving on board the ſquadron, amounting to four hundred, and five hundred Europeans, either ſailors or marines; theſe were accordingly landed, and the ſquadron bid a final adieu to Pondicherry on the 30th, and made the beſt of their way to the Mauritius.

M. Lally, with his uſual iraſcibility, ſtiled the reinforcements he had juſt received from the ſquadron, the ſcum of the ſea; indeed moſt of them could only for ſometime be of little uſe, except doing duty in a garriſon, while the regular troops were employed in the field.

Admiral Pocock was now convinced, that the enemy were reſolved, by every means in their power, to avoid coming to another engagement; and as their whole conduct indicated a deſign to leave the coaſt of Coromandel, and make good their retreat to their iſlands, he convened the Rear-Admiral and Captains of his fleet, to conſult what was proper to be done on the preſent occaſion, and the probable conſequences of a further purſuit. They all agreed in opinion, that the French Officers, being ſatisfied with the ſervices they had done the French Eaſt India Company, in landing at Pondicherry what men they could ſpare from the fleet, were now determined to avoid coming to another action; and that if we purſued with any view of coming up with them, they would lead our ſhattered ſquadron quite up to their iſlands. But, beſides that the condition of our ſhips would not permit us to follow them at all to the ſouthward; excluſive of theſe reaſons, there was ſtill a more cogent one for the ſquadron's repairing immediately to Madras; as at that time there was not above two days bread, and very little water on board: and the monſoon being near at hand, a ſupply of thoſe articles became requiſite, in order to navigate the ſquadron to Bombay, before the tempeſtuous ſeaſon commenced, at which time it is extremely dangerous for ſhips to remain on the coaſt of Coromandel.

The Admiral, with the ſquadron, coming to an anchor in Madras road, on the 28th, ſuch expedition was uſed in refitting, victualling, and watering the ſhips, and adminiſtering to the ſick and wounded, that the whole ſquadron was enabled to ſail from thence, the 16th of October. Next day they fortunately met with Rear-Admiral Corniſh and his ſquadron, and the long-expected reinforcements from England, together with the Ajax, Stormont, and Houghton Indiamen, having Colonel Eyre Coote and the greateſt part of his regiment on board. Admiral Pocock ordered all the troops newly come from Europe, to be put on board the Queenborough; and diſpatched her immediately with the three India ſhips for Madras, where they arrived the 27th.

The whole fleet now made ſail for the coaſt of Malabar;

but in going round the iſland of Ceylon, they encountered ſuch ſevere gales of wind, that the Cumberland and Saliſbury, being in great diſtreſs, by leaks which they could not keep under with all their pumps, made ſignals to ſpeak with the Admiral. The Saliſbury's diſtreſs appearing the greateſt, as her crew, by being kept conſtantly at the pump, were over fatigued, the Admiral ordered her to be aſſiſted with eleven men and an officer from each ſhip. Notwithſtanding this ſupply of freſh men, and having thrown thirty of her guns overboard, at the end of two days, they found the water gain ſo much upon them, that they were again obliged to make the ſignal of diſtreſs. Upon this, the Admiral ordered all the boats of the fleet to ſtay by the Saliſbury, to ſave the crew in caſe of the ſhip's ſinking; and ſent Rear-Admiral Corniſh and Captain Harriſon on board, to examine into her ſituation, before he would too haſtily take the men out of her. They immediately ordered freſh men to the pumps, beginning with their own barges crews; by this means ſhe was ſoon cleared, and by the help of a thrummed ſail put under her bottom where the principal leak was, they made it practicable to keep her free with half her pumps. Judging her now to be no longer in danger, they returned to their own ſhips; and the Saliſbury made ſail the next morning.

Admiral Pocock being deſirous of ſending Rear-Admiral Corniſh to the coaſt of Coromandel, as ſoon as the ſeaſon would permit, diſpatched him with the Lenox, Duc d'Acquitaine, York, Weymouth, Sunderland, and Falmouth, for Tillicherry, which was the general rendezvous. The weather now becoming exceedingly fine, and the monſoon appearing to be ſet in, Admiral Pocock, knowing that a ſingle ſhip will always make a quicker paſſage than a fleet, ſuffered every ſhip to make the beſt of her way for the intended port; with orders, that each, as they arrived, ſhould begin to take in their water, and put their ſick aſhore. On the 20th of November, the Yarmouth, Elizabeth, and York, arrived at Tillicherry; and, by the 21ſt, the whole ſquadron came in.

That no time might be loſt in refitting the ſhips at Bombay, and preparing them for their return to the coaſt of Coromandel, Admiral Pocock gave orders to Rear-Admiral Stevens, on the 26th, to proceed directly to Bombay with the Grafton, Elizabeth, Tiger, and Saliſbury, and followed himſelf on the 29th; leaving orders with Rear-Admiral Corniſh to ſail with the ſix ſhips under his command, for the coaſt of Coromandel, on the 15th of December, as it was to be hoped the ſeaſon would then be favourable, and the ſick and wounded recovered. Though the Vice-Admiral was under orders to return to England; yet on receiving the accounts of freſh diſturbances in Bengal, he determined to remain in India ſome time longer; but as ſoon as he obtained intelligence that the affairs of the Company were re-eſtabliſhed in Bengal, and of the ſignal victory obtained over the French on the coaſt of Coromandel, he reſolved to comply with his orders, having the inexpreſſible pleaſure of leaving the affairs of the Eaſt India Company in ſuch a proſperous condition, and in delegating the command of the ſquadron to an officer of ſuch diſtinguiſhed merit as Rear-Admiral Stevens, the companion of his dangers and victories, not more conſpicuous for his bravery and good conduct, than for the harmony which always ſubſiſted between him and the Vice-Admiral, and his readineſs to concur in the execution of every ſervice which he thought advantageous to his King and country.

Before Vice-Admiral Pocock left India, he received letters from the three preſidencies, replete with the ſtrongeſt expreſſions of their ſenſe of the zeal which he had at all times ſhewn, and the actual ſervices which he had ſo often performed, for the benefit of the Eaſt India Company, and the honour of the Britiſh flag. Theſe teſtimonies were juſtly due to his diſtinguiſhed merit; as, while on this ſtation, he had diſplayed very great courage and abilities. The Britiſh Annals do not afford a ſimilar inſtance, of the ſame Commander fighting three pitched battles, in the ſpace of eighteen months, againſt a much ſuperior force, without loſing a ſhip, and uniformly compelling his antagoniſt Comte d'Aché to retreat. Indeed, the whole of his behaviour, while on this important ſervice, redounds much to his honour, and cannot fail to tranſmit his name to poſterity with the higheſt applauſe; and by thoſe of his profeſſion is well worthy of imitation.

The junction of the ſquadron from England, under the command of Rear-Admiral Corniſh, gave the Britiſh ſuch a decided ſuperiority in point of naval force in India, that the French fleet never returned back from their iſlands; and the want of ſo powerful an aid, greatly accelerated the ruin of the affairs of the French Eaſt India Company.

Rear-Admiral Stevens ſailed from Bombay, the 21ſt of March, for the coaſt of Coromandel, with the Grafton, Elizabeth, Tiger, and Newcaſtle; and Admiral Pocock, in the Yarmouth, ſailed from thence, the 7th of April, for England; leaving at Bombay the Saliſbury, which, having had a thorough repair, was then almoſt ready to ſail; together with the Cumberland, which was to be taken into dock the firſt high tide.

On the 17th of April, Admiral Pocock arrived at Anjingo, and ſailed from thence on the 21ſt. At this port, he received a letter from Admiral Stevens, which waited his arrival, dated April 11th, on which day he ſailed from thence, acquainting him of his proceedings; particularly, that he had retaken three ſmall Engliſh veſſels off the Vingorla rocks, from the Malwans, a ſet of pirates who had captured them but a few hours before; and that there had been no account of the French ſquadron ſince the time of their departure from Pondicherry the 2d of October 1759.

On the 18th of June, Admiral Pocock arrived at the iſland of St Helena, where he found his Majeſty's ſhips Rippon and Colcheſter, waiting to convoy home the Eaſt India ſhips, three of which were of great value, having on board a great quantity of diamonds, and rich goods from Bengal. For the ſecurity of ſo conſiderable an object, the Admiral thought proper to delay his voyage until the 7th of July, when he ſet ſail with the ſhips of war, and ſeventeen ſail of Eaſt Indiamen, and conducted them ſafely to the Downs on the 22d of September.

This was ſuppoſed to be the richeſt fleet that ever arrived in England.

A few days after he reached London, the thanks of the Honourable Eaſt India Company were voted to him, at a General Quarterly Court of Directors and Proprietors held at the India Houſe, for the great and glorious ſervices which he had done the Company in the Eaſt Indies: and at the ſame meeting it was propoſed, to have either his ſtatue or portrait taken, whichever was moſt agreeable to him, to be placed in their hall; and a deputation from the Directors were ordered to wait on him, to know his pleaſure. He made choice of the marble. During his abſence, in January 1760, he was choſen one of the repreſentatives in Parliament for Plymouth. His Royal Maſter gave him alſo a moſt gracious reception: and ſoon after his arrival, he was promoted to be Admiral of the Blue ſquadron; beſides having the Moſt Honourable Order of the Bath conferred on him.

While the grand naval armament of France was employed on the coaſt of Coromandel, a ſmall ſquadron was equipped, with the greateſt ſecrecy, to be ſent againſt ſome diſtant factories of the Britiſh Eaſt India Company, which the enemy learned were in a very defenceleſs ſtate, and in no expectation of an attack being made on them.

The reader will remember, in ſpeaking of the famous ſiege of Madras, in the affairs of laſt year, that Colonel Draper, in a ſally he made from the town, took Brigadier-General M. d'Eſtaing priſoner. This gentleman requeſting permiſſion to go to Pondicherry, M. Pigot, the Governor, was ſo good as to grant him leave on his parole, which he gave in the uſual form, viz. "not to ſerve directly or indirectly againſt the Bri-"tiſh during the preſent war, or until he ſhould be regularly "exchanged." Yet how muſt it ſurprize every military perſon, to find that M. d'Eſtaing was on board this fleet? And although he affects, in the firſt part of its ſucceſs, not to appear as a principal; yet there is the greateſt reaſon to believe, that he had the chief command and direction of all its operations.

But to proceed.—Their force conſiſted of the Condé of fifty guns, the Expedition of twenty-two, and ſome ſmall veſſels. On the 13th of October, they made their appearance before Gombroon, in the Gulph of Perſia, (See Note 136.); and the ſame day landed about one hundred and fifty Europeans, and about the ſame number of Caffrees. The Company's veſſel, the Speedwell, was in the road: the crew ſet her on fire, abandoned her, and retired to the factory. This ſettlement is of ſo very ſmall note, that it ſcarce deſerved to be mentioned in any thing relating to the late war, had not the French, with their uſual oſtentation, magnified the reduction of a defenceleſs factory by the pompous appellation of a ſiege, and foretold ſuch bad conſequences to the Eaſt India Company from this inſignificant conqueſt. This factory was eſtabliſhed on ſome very great privileges being granted to the company; and here they ſold a conſiderable quantity of woollen goods, until the troubles in Perſia broke out, when their trade declined very much. The air is ſo very unhealthy, from the hot winds, that the place is almoſt deſerted even by the natives, except at the time the Eaſt India Company's ſhips arrive, when they come, and traffic for what they want, and retire.

This being the ſtate of the commerce carried on here, there was no occaſion for warehouſes; nor was there ever any fort built here. The only ſtrength of the place conſiſted in a ſtrong houſe, in which the Company's agent and his clerks lived; and the garriſon conſiſted only of a ſmall detachment of ſoldiers, ſcarcely adequate to the neceſſary ſervice for which they were deſigned, viz. to defend the Company's ſervants from the robbers with which the neighbouring country is infeſted. Againſt this paltry place the enemy advanced, and began to bombard it from two mortars, and to batter it from four pieces of cannon; and, as if this force had not been ſufficient to reduce the factory, the frigate, at high water, hauled very near, and began to cannonade it. The agent, and all the Europeans in the place, which were about thirty, did all in their power to defend it; but the Topaſſes and Sepoys would not ſtand to their guns.

About three in the afternoon, the French ſummoned the place to ſurrender. And upon a conſultation with the few military they had, they were of opinion that they ſhould ſubmit, as the houſe was not tenable againſt ſuch a force. The following curious articles were ſoon after agreed upon and ſigned.

"ARTICLES of CAPITULATION for the EAST INDIA COMPANY'S FACTORY of GOMBROON, between ALEXANDER DOUGLAS, Eſquire, Chief of the ſaid ſettlement and Council, and Monſieur DES ESSARS, Captain of his Moſt Chriſtian Majeſty's ſhip Condé, and Commander in Chief of the preſent Expedition, and Monſieur CHERNYARE, Captain-Commander of the Land Forces.

"Article I.—SO ſoon as the preſent capitulation is ſigned, a detachment of French troops are to take poſſeſſion of the factory. The keys are to be delivered to the Commanding Officer; and no perſon is to come in or go out without his permiſſion, as he will take care to prevent diſorders and thefts.

"Article II.—All effects, of what kind ſoever, contained in the factory, are to belong to the beſiegers, and are to be delivered to the French Commiſſary, with all books and papers in the poſſeſſion of the beſieged. The beſiegers are to be ſhewn the warehouſes, that they may place the neceſſary centinels over them. The artillery, arms, ammunition, proviſions, money, merchandize, and ſlaves; in general, every thing contained within the factory, is comprehended in this article.

"Article III.—The Chief, the garriſon factors, writers, and all Europeans in the ſervice of the Engliſh Eaſt India Company; in general, all the ſubjects of his Britannic Majeſty in the factory, are to be priſoners of war, under the following clauſes only.

"Article IV.—Whereas Monſieur d'Eſtaing, Brigadier of Foot, and formerly priſoner of his Britannic Majeſty, is now on board the ſhip Condé, in his way to Europe, by the way of Buſſorah, and being deſirous of rendering more ſecure the intelligence received, of an exchange being made in his behalf, between Mr Pigot, Governor of Madras, and Monſieur Lally, Lieutenant-General; it is now agreed between the beſiegers and beſieged, that Alexander Douglas, Eſquire, Chief of the Engliſh Eaſt India Company's factory at Gombroon, with William Naſh, Enſign Johnſton, Dymoke Lyſter, Lieutenant George Bembow, Lieutenant Richard Evans, and Richard Mainwaring, are lawfully exchanged for Monſieur d'Eſtaing; and they are at full liberty to go where, and to what place they pleaſe. In conſequence of which, Monſieur d'Eſtaing is under no other clauſe, than what is ſpecified in the ſixth article.

"Article V.—Though the preſent exchange of priſoners is an unneceſſary precaution in behalf of Monſieur d'Eſtaing, yet all perſons mentioned in the preceding article are abſolutely free. But ſhould Monſieur d'Eſtaing have been already exchanged, as undoubtedly he is; in that caſe, for the ſeven perſons already mentioned, who now enjoy their liberty, a like number, and of equal ſtation, of his Moſt Chriſtian Majeſty's ſubjects, are to be releaſed, whenever a cartel is made.

"Article VI.—Monſieur d'Eſtaing, in order to fulfil with the greateſt exactitude the promiſe he made Governor Pigot, that he would not take up arms againſt the Engliſh, on the Coromandel coaſt only, for the ſpace of eighteen months, reckoning from the firſt of May 1759, deſires it may be inſerted in the preſent capitulation, that, notwithſtanding he is now exchanged, yet he will keep the promiſe he made Governor Pigot, of not taking up arms againſt the Engliſh on the Coromandel coaſt only, for the ſpace of eighteen months; but he is at free liberty, in all other places, to take arms.

"Article VII.—If it is poſſible to agree about the re-purchaſing of Gombroon factory, it will be looked on as a part of the preſent capitulation, the beſiegers reſerving to themſelves the liberty nevertheleſs to do therewith as they may think fit, ſhould no agreement be concluded with the beſieged.

"Article VIII.—In conſequence of the exchange of Monſieur d'Eſtaing, and at his particular requeſt to Monſieur Des Eſſars, Alexander Douglas, Eſq; Chief of the Engliſh Eaſt India Company's ſettlement of Gombroom, and all others mentioned in the fourth article, have liberty, and may carry off all their own effects of what kind or ſort ſoever, excepting ammunition, proviſions, marine, military, or warlike ſtores.

"Dated at Gombroon, the 14th of October, at ſix o'clock in the morning, in the year of our Lord 1759.

ALEXANDER DOUGLAS.
WILLIAM NASH.
RICH. JOHNSTON."

"DES ESSARS.
CHARNYARE.

We have deviated from our general plan, and given this extraordinary capitulation at full length, in order to make the infamous conduct of M. d'Eſtaing appear as conſpicuous as poſſible; and to lay open to all the world, the groſs falſities advanced therein concerning him. For, in the firſt place, he could not have received any advice of his being exchanged, as, at the time of ſigning this paper, no cartel had taken place between the two nations; and, in the ſecond place, the parole he gave to Mr Pigot, was in the expreſs terms as we have above narrated it. This diſhonourable partizan, either never had any ſerious thoughts of going to Europe, or muſt have ſuddenly relinquiſhed them; for, as ſoon as they had ſold, or embarked on board their ſhips every thing valuable in the place, they ſet fire to the houſes, blew up the factory, and ſailed on another expedition, where this ſelf-exchanged priſoner had the effrontery openly to aſſume the chief command.

The beginning of January 1760, this adventurer arrived on the coaſt of the iſland of Sumatra with his armament, and ſoon after attacked Nattal and Sappanooly, the two moſt northern ſettlements on that iſland. The latter place made a ſpirited defence: it ſtood a cannonade for three days, and was at laſt taken by ſtorm. On the 29th, the enemy appeared off Fort Marlborough, (See Note 139.), the principal Britiſh ſettlement in the iſland. The Denham Indiaman from Bengal was in the road; and, as the enemy attempted to become maſters of her, the crew ſet her on fire, and retired to the fort. The defence made here, did not correſpond with the reſt of our behaviour in India; for, after a few days defence, the fort was abandoned, and the garriſon retired up the country, where M. d'Eſtaing ſoon obliged them to ſurrender priſoners of war. No ſooner was he in poſſeſſion of this ſettlement, but he ſucceſſively made himſelf maſter of all the places the Britiſh had in Sumatra, making all the Europeans priſoners of war. Having ſent theſe to Batavia, from whence they were afterwards carried to Madras; M. d'Eſtaing, after completely deſtroying our forts and ſettlements, ſailed for the Mauritius with very conſiderable booty.

The enemy's cruizing veſſels fell in with ſeveral of the Britiſh Eaſt India ſhips, all of which had the good fortune to beat them off, except the Grantham, Captain Oliver, homeward bound from Bengal, which they took near the Cape of Good Hope; and proved a very valuable capture, ſhe having diamonds and goods on board, to the amount of near 300,000l.

We ſhall conclude our account of the tranſactions in the Eaſt Indies this year, with the following very extraordinary affair:—

The French were not the only enemies the Engliſh Eaſt India Company had to contend with. The Dutch, ever watchful to extend their commerce, and to augment their dominions in India, took the opportunity, while we were repelling the attacks of the French, to ſend a very conſiderable naval force, and troops, to Bengal; in hopes, as theſe ſettlements were at a diſtance from the theatre of the war, to find them ſo much off their guard, that the commerce and factories in that country muſt eaſily fall victims to their artful deſigns. They went about the execution of this plan with great ſecrecy; but, notwithſtanding all their precautions, Colonel Clive, Governor of Bengal, had notice of their deſigns, and prepared accordingly to receive them.

As the following letter from Calcutta, gives a very juſt repreſentation of this ſingular tranſaction, we here beg leave to preſent the reader with a copy of it.—"The chief ſettlement "the Dutch have in Bengal, is a very ſtrong fort and factory at "Chinſura, on the river Ganges: at this place, but more ſo at "Calcutta, a very conſiderable trade is carried on in ſaltpetre. "The Dutch ſeemed long to have been graſping at an opportu-

" nity to engroſs this trade to themſelves; and the preſent op-
" portunity, when our ſhips of war were not on the coaſt, ſeem-
" ed the moſt favourable. Under colour, therefore, of reinfor-
" cing their garriſons, the Governor of Batavia had formed a
" ſcheme of ſending thither ſuch a body of troops, as would ſe-
" cure to the Dutch, not only the whole trade of ſaltpetre car-
" ried on there, but in time might be able to worm out the En-
" gliſh from the trade of Bengal. Happily Colonel Clive ſuſ-
" pected their deſign. Upon the arrival of the firſt two tranſ-
" ports, which were ſhips of thirty-ſix guns, and full of men,
" the Colonel ſent a letter to the Dutch Commodore, inform-
" ing him, that he would not allow him to land any forces, or
" march them up to Chinſura, as he had from good authority
" been made acquainted with their ſcheme. In anſwer to this
" letter, the Dutch Commodore wrote to Colonel Clive, that
" he never intended to march any forces to Chinſura, and that
" he only begged the liberty of putting his men aſhore down
" the river, to refreſh them; which liberty Colonel Clive gran-
" ted to him, upon condition that they ſhould not offer to march
" farther. In the mean time, five other Dutch ſhips arrived in
" the river. The Dutch Commodore thinking himſelf now in
" a ſituation to act as he pleaſed, reſolved to retaliate the ſup-
" poſed injury he had received, in not being permitted to go
" up the river: he therefore not only ordered the land-forces
" now on ſhore to make the beſt of their way to Chinſura, but
" he alſo gave orders to the ſhips under his command, to uſe
" their utmoſt endeavours to ſeize every Engliſh ſhip that
" ſhould appear upon the river. In conſequence of theſe or-
" ders, ſeveral ſmall veſſels belonging to the Company were
" taken that day, and detained as lawful prizes. Tueſday fol-
" lowing, the Calcutta, (one of the Eaſt Indiamen), Captain
" Wilſon, went down the river, bound for England. When
" he came abreaſt of the Dutch Commodore, the Dutchman
" hailed him, and told him, if he offered to paſs, they would
" ſink him. As they were getting ready their guns, and ſeem-
" ed in earneſt, Captain Wilſon thought it moſt prudent to re-
" turn up to Calcutta, where two of our Indiamen were lying,

“ viz. the Duke of Dorſet, Captain Forreſter, and the Hardwicke, Captain Sampſon. Captain Wilſon, upon his arrival, informed Colonel Clive of his being ſtopt: whereupon, the Colonel ſent orders to the three ſhips above-mentioned, immediately to get in readineſs; and gave them orders to uſe their utmoſt endeavours, to take, burn, or ſink, every Dutch ſhip or ſhips they ſhould meet with. The ſhips immediately were equipped; their quarters lined with bags of ſaltpetre to ſcreen the men from the ſhot; and each of them took on board two additional twelve pounders. Thus fitted out, they fell down the river, till they came up to the ſeven Dutch ſhips, who, on their approach, drew up in a line of battle to receive them [*]. Three of the Dutch ſhips mounted thirty-ſix guns, three twenty-ſix, and one ſixteen guns, each. The Britiſh ſhips, as they approached, followed their example, and drew up in a line likewiſe. As the Duke of Dorſet was the neareſt the enemy, Captain Wilſon of the Calcutta, the Commodore, fired a gun as a ſignal for her to begin the engagement; which ſhe immediately did, and came to an anchor cloſe to the enemy. Unhappily it fell a dead calm, ſo that the Duke of Dorſet was engaged alone cloſe to the enemy a conſiderable time, before either the Hardwicke or Calcutta could poſſibly come up: however, they at laſt got up, and all three joined in keeping a continual and very hot fire upon the enemy, which was returned by the Dutch with great briſkneſs. At length, two of the Dutch ſhips were obliged to ſlip their cables, and run away; and a croſs ſhot having cut the cable of another of their ſhips, ſhe drove aſhore, ſo that there were now only four ſhips to engage with. A few broadſides after, the Dutch Commodore ſtruck his flag to Captain Wilſon, upon which the others followed his example [‡]. In the en-

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[*] The Dutch ſhips were the Vliſſingen, of thirty-ſix guns, J. James Zuydlant, Commodore; the Bleiſwyk and Wilgeleegen, of thirty-ſix guns each; the Princeſs of Orange, the Elizabeth Dorothea, and the Waereld, of twenty ſix guns each; and the de Moſſel, of ſixteen guns.

[‡] In this I imagine there is a miſtake; as, on the Dutch Commodore's ſtriking his flag, his ſecond did not ſurrender, but fought his way, and made down

" engagement, which laſted juſt two hours and five minutes, " our ſhips did not loſe one man; a circumſtance the more re- " markable, as the Duke of Dorſet was tore almoſt to pieces, " having about ninety ſhot in her hull: Captain Forreſter was " wounded in the knee with a ball, and is reduced ſo low, that " it is feared he cannot ſurvive it. After the Dutch ſhips " ſtruck, Captain Wilſon had the curioſity to go on board " them. He reported that they were a moſt ſhocking ſight, " the decks being covered with dead bodies, and every thing " beſpattered with blood and brains. Out of one ſhip, he ſaw " thirty dead bodies thrown overboard; from which, and from " other circumſtances, he had reaſon to believe, that their loſs in " the engagement muſt have amounted to ſome hundreds. The " crews were all carried up priſoners to Colonel Clive. Dur- " ing this naval engagement, the land-forces which the Dutch " had put aſhore, were in full march for Chinſura, to the num- " ber of about eleven hundred. Colonel Clive having intelli- " gence of their march, ſent a corps of five hundred Engliſh to " oppoſe them, under the command of Colonel Ford. The two " engagements ended much about the ſame time; and in both, " the Engliſh were victorious. Colonel Ford played his part " ſo well, that he killed four hundred on the ſpot; and made " all the reſt priſoners, and carried them likewiſe to Colonel " Clive. This laſt victory is the more happy for us, as, had it " gone otherwiſe, in all probability, the intereſt of the Engliſh " in Bengal would have ſuffered greatly; for the new Nabob, " whether from ſome ſecret correſpondence with the enemy, or " from the natural treachery of the people, ſtood by with a " conſiderable army to join the victorious party, whatever ſide " ſhould get the better. This appeared from his after behavi- " our; for, though he ſtood by a tame ſpectator of the appa- " rently unequal combat the Engliſh ſuſtained, no ſooner did " victory declare in their favour, than he ſent to the comman- " der and offered his ſervice, and even offered his army to re- " duce Chinſura; but Colonel Clive thought proper to decline

accepting

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the river to Culpee, where he was intercepted by the Oxford and Royal George, two of our Indiamen juſt arrived in the river.

" accepting his offer. This affair is now made up; and Colo-" nel Clive has delivered back the ſhips to the Dutch, on their " giving ſecurity to pay 100,000l. for the damage the Engliſh " ſuffered in the two engagements. Both engagements hap-" pened on the 24th of November."

## WEST INDIES.—*Leeward Island Station.*

TOWARDS the cloſe of Autumn, 1758, intelligence having been received, that the French Carribbee iſlands were weakly garriſoned, and might be eaſily reduced, an expedition was planned, for attacking them. A body of troops, conſiſting of near five thouſand men, was collected for this ſervice: but, for ſome time, the Miniſter was unable to find a general officer who would accept of the command; many having declined it, on various pretexts. At laſt, it was conferred on Major General Hopſon, who, though almoſt worn out with age and infirmities, accepted it, on the principle, that he had no right to refuſe undertaking any ſervice his Majeſty thought fit to order him upon. He had under him Major-General Barrington, and Brigadier-Generals Armiger, Haldane, Trapaud, and Clavering. (See Note 137.) This armament failed from England the end of November, eſcorted by eight men of war of the line, commanded by Captain Robert Hughes; and arrived in Carliſle bay, in the iſland of Barbadoes, the beginning of January, 1759. On board of theſe ſhips of war, were ſeven hundred marines, commanded by Lieutenant Colonel Rycaut; which corps were, in caſe of need, to land as a battalion, and act in concert with the army. Here they found Commodore Moore with his ſquadron, who took upon him the command of the fleet, and was ſoon after joined by the Ludlow Caſtle, with the ſecond battalion of Royal Highlanders under her convoy from Scotland. Commodore Moore deprived Lieutenant-Colonel Rycaut, of the marines, of all command; whereby that uſeful corps was never permitted to land and act with the land forces, which was a very great loſs to the army.

While here, the neceſſary orders were given for landing the troops, and making a deſcent on the enemy's coaſt; and, that theſe orders might be more clearly underſtood, while other matters were getting ready, the General had the whole army twice diſembarked in Carliſle bay, in the manner they were ordered to land when acting againſt the enemy: while here, each line of battle ſhip received forty negroes, to aſſiſt the army in drawing the cannon, &c. On the 13th of January, the whole fleet failed from Barbadoes, and next day got ſight of Martinico, (See Note 137.) Early on the 15th, they were cloſe in with Diamond Rock; and, in the afternoon, entered the bay of Fort Royal. The Floriſſant of ſeventy-four guns, and the Bellone frigate, were then lying off Negro Point: which ſhips immediately on deſcrying the Britiſh fleet, ſlipped their cables, and turned up the bay, and, by ſix in the evening, came to an anchor in the Carenage, behind the citadel of Fort Royal. The frigate was diſpatched in the night for Europe; but, on her paſſage to France, ſhe was taken by a ſhip of Admiral Holmes's ſquadron going to Quebec. As our ſhips turned up the bay, the enemy fired ſome ſhot from the Iſle de Ramieres, at the headmoſt ſhips; but finding this had no effect, they deſiſted. The Commodore, having given the neceſſary orders for attacking the batteries along ſhore early next morning, the fleet kept plying to windward all night.

By break of day, on the 16th, the Briſtol and Rippon turned up the bay to a ſmall fort on Negro Point. The Lion, likewiſe deſigned for this ſervice, had drove out to ſea in the night. By eight o'clock, the two ſhips got cloſe to the fort, and began ſo warm a fire, that the enemy ſoon abandoned it; when a detachment of marines was landed from the former, who, climbing up the rocks, entered the fort, and hoiſted Britiſh colours. About the ſame time, the Wincheſter, Woolwich, and Roebuck, attacked the batteries in Cas des Navieres bay, about a league below Fort Negro, where it was propoſed to land the troops. By ſome accident, the enemy's powder magazine at this place blew up. The ſhips, after ſilencing the enemy's batteries, were ordered to remain at their ſtations, frequently firing upon the ſhore, and into the woods, to prevent the enemy from aſſembling a body of forces to oppoſe a deſcent. The French having thrown up intrenchments in ſeveral ſmall bays, lined with troops, who, expecting the army to land there, kept cloſe concealed behind them; intending from thence to have poured their whole fire upon our troops as they approached the beach.

The Generals and chief engineer, after reconnoitring the coaſt, fixed on a place where the landing ſhould be attempted. About two o'clock in the afternoon, the Commodore made the ſignal for the troops to prepare to land, and to rendezvous under the ſtern of the Cambridge; where they were ranged into three diviſions, commanded by Captains Shuldham, Gambier, and Burnet. At four o'clock, the ſignal for the deſcent being made, the troops rowed briſkly towards the ſhore, under cover of the fire from the ſhips which had attacked the forts along ſhore in the morning, and made good their landing between Cas des Navieres bay, and Point Negro, without any oppoſition from the enemy. The boats immediately returned to the tranſports; and before day-light was gone, moſt of the troops were diſembarked, and the remainder, with the light artillery, early next morning. The army took poſt on the high ground above Fort Negro, and lay on their arms all night. The ſquadron came to an anchor between Fort Negro and Iſle de Ramieres; when the enemy, perceiving that the ſhips were within reach of their ſhells, began to bombard them. Some of the ſhells fell beyond the Rippon, Lyon, and Briſtol; and one fell very near the Cambridge; on which, the Commodore ordered the headmoſt ſhips to weigh, while he himſelf ſlipped his cable, and dropt aſtern. During the night, the enemy were conſtantly employed in fortifying every place, where there was a poſſibility of troops marching to attack the citadel of Fort Royal. The nature of the country greatly aided their efforts; and the whole militia, being now in arms, they amounted to at leaſt ten thouſand men, who were to oppoſe an army of no more than four thouſand four hundred and forty-four men, as appeared by the returns given in to the General.

By day-break of the 17th, the light artillery being landed, and the enemy appearing in large bodies on a riſing ground near a wood; the grenadiers of the army, under the command of Lieutenant-Colonel Crump, were ſent to attack them. On the approach of the grenadiers, the enemy retreated into the wood, from whence they kept up a warm, though irregular fire; inſomuch, that the Britiſh troops could not force them from thence; whereupon the ſixty-firſt regiment, with ſome field-pieces, were ſent to ſupport the grenadiers. The enemy, however, were likewiſe conſiderably reinforced, and kept ſo much under cover of the trees and buſhes, that the Colonel after repeated attacks, found he could not diſlodge them; and the French having ſet fire to a large field of ſugar canes on the flanks of Colonel Crump's corps, their retreat became ſo endangered, that, about eleven o'clock, the General ſent an order for them to retire, and to take poſt nearer to the army, and more out of the reach of the enemy's ſhot.

The General, being thus foiled in his firſt attack, ſent an aid-de-camp, with a letter to the Commodore, demanding his aſſiſtance to enable him to attack the citadel of Fort Royal; and, while waiting for an anſwer, a party of the Royal Highland regiment were ſent to ſkirmiſh with the enemy, where, though very roughly handled, they behaved with the greateſt bravery. The General had requeſted the Commodore to land the battering cannon at the ſavannah near to the town of Fort Royal, and to attack the citadel with the ſhips of the line, while he battered it from the land; as unleſs theſe demands were complied with, he could not, he ſaid, maintain his ground. On this, the Commodore ſummoned a Council of war of naval officers, who judged it impoſſible to comply with the demands made; as, in landing the cannon at the ſavannah, the boats employed on that ſervice, muſt of neceſſity be expoſed to the fire of Fort Royal, which could not be attacked by the ſquadron, without the greateſt riſk; for, the eaſterly wind and leeward current conſtantly ſetting out of the bay, prevented the men of war from proceeding higher, without being frequently obliged to tack; in doing of which, ſome hours would be requiſite, and the ſhips all the while be expoſed to the cannon and mortars of Fort Royal, the Iſle de Ramieres, and a ſtrong battery at the end of the bay. Fort Royal is built on a peninſulated rock, which projects into the bay, being conſiderably higher than any ſhip, it could not be attacked by the ſquadron with any proſpect of ſucceſs. The Commodore, therefore, offered to land the cannon at Fort Negro, and that the ſeamen ſhould drag them to what place the General thought proper to begin his attack; a moſt difficult and hazardous ſervice, as the whole country from Fort Royal to Fort Negro is very uneven, being much interſected by deep ravines and narrow paſſes.

The General, judging his ſtrength inſufficient to reduce the iſland, came to a reſolution to retreat that ſame evening on board the tranſports. The better to deceive the enemy, intrenching-tools, chevaux-de-friſe, &c. were landed; parties kept ſkirmiſhing with the enemy's advanced poſts; and a breaſt work was begun. But, as ſoon as night ſet in, ſome of the ſhips of war drew near to Point Negro, to cover the re-embarkation of the troops, in caſe they ſhould have been attacked in their retreat. This reſolution of General Hopſon's being quite unexpected, the enemy gave him no moleſtation: the army began to re-embark about ſeven, and were all on board by eleven o'clock at night. Our loſs in this attempt, was only one officer and twenty-two men killed, with two officers and forty-ſeven men wounded.

Early on the 18th, a Council of war was held, when it was determined to leave Fort-Royal bay, and make an attempt on St Pierre, the capital of the iſland. As the General was deſirous that no time might be loſt, the Commodore immediately made the ſignal to weigh; and, the better to deceive the enemy, kept turning into Fort Royal bay, till the evening, when the whole fleet ſtood out of the bay, and run down along the weſt ſide of the iſland; and, by ſix o'clock next morning (the 19th,) were off the town of St Pierre, it bearing E. N. E.

diſtant four miles. This town is large and well built, ſituated at the upper end of a ſpacious bay. Its only ſtrength is a ſmall, though regular citadel, with ſome batteries of cannon and mortars, on the heights above the town. The deſtruction of this town, was all that could be effected by the ſhips, as, from the great depth of the water, they could have come within piſtol-ſhot of the fort; and at this inſtant a weſterly wind, a phenomenon in theſe latitudes, ſprung up, and blew right into the bay till evening. Nothing could be more favourable to the attack than this circumſtance. But even after the town had been deſtroyed, the conqueſt of the iſland was at as great a diſtance as ever; as ſtill Fort Royal remained to be reduced; and, until that was done, there was no poſſibility of maintaining our ground on the iſland with ſo ſmall a force.

Before the town, lay a great number of veſſels, which might have been deſtroyed by the bomb-ketches; but this was never attempted. At ſeven o'clock, the Commodore ordered the Panther in to ſound the bay, which was done from ſide to ſide: at eight, two bomb-ketches were ordered towards the town; and at noon, the Rippon was ſent againſt a battery, a mile and a half north of St Pierre's. While the Rippon was proceeding to her ſtation, things had much the appearance of an attack: But another Council of war being called, the plan of operations was once more changed; the bomb-ketches were forbid to bombard, and the Panther was recalled. The fleet of the enemy's merchant ſhips and privateers at anchor before the town, beheld our ſupineneſs in full ſecurity. Why the Panther was not ordered to fire ſome broadſides as ſhe ranged along the bay, and the bomb-ketches to throw ſhells among them, was matter of general ſurprize, as that would have obliged them either to run aſhore, or put out to ſea, when they muſt have fallen into our hands. But, what was ſtill a greater cauſe of wonder, even after the reſolution of entirely deſiſting from the attack on Martinico had been determined on, the Rippon was ſuffered to proceed alone againſt the battery, as if to try the experiment, whether the power of her thunder alone, was ſufficient to have reduced the iſland. Captain Jekyl brought up againſt the battery at two o'clock, within half a cable's length of the ſhore, in thirty-five fathom water, and immediately began a very warm fire. The battery was preſently ſilenced: but the enemy, having no other object in view, beſtowed the whole of their attention on this ſeemingly devoted ſhip; for no ſooner was the firſt battery ſilenced, than they opened another on a point to the northward, and a third on a hill to the ſouthward, which with the battery at the north end of the town, and a bomb-battery, all fired at the ſame time on the ſhip. Captain Jekyl, from his ſituation, was obliged to fire from both broadſides and ſtern-chaſe guns at the ſame time, for upwards of two hours. The enemy often hulled the ſhip, wounded the maſts, ſails, yards and rigging, and killed and wounded ſeveral men.

Captain Jekyl, at half an hour after four, obſerving the Commodore with the men of war and tranſports, to be above two leagues aſtern; the bomb-ketches called off, and no ſhip of the ſquadron engaging the enemy, or any coming to his aſſiſtance, notwithſtanding they muſt ſee the deſperate ſituation the Rippon was in; concluded, that all thoughts of the attack againſt St Pierre were laid aſide; and finding his ſhip to be in great danger from the number of ſhells, moſt of which were extremely well directed, he ordered his boats to be manned, the cable to be cut, and the ſhip to be towed off. On her retreat, all the batteries redoubled their fire; thoſe that had been ſilenced, opened again; ſome of them raked her fore and aft; a ſhell ſunk the long boat aſtern; while the militia poured an inceſſant ſhower of ſmall ſhot on her. The ſhip was now ſo cloſe to the ſhore, it was every moment expected ſhe would take the ground; and as ſhe was attacked from ſo many different points, Captain Jekyl found it neceſſary, not only to continue to fire at once from both ſides, and from his ſtern chaſe, but even to run two guns out of the ſtern gallery.

At half an hour after five, the Commodore having ſent a Lieutenant on board, with orders to tow off the ſhip; at ſix,

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a breeze ſpringing up, ſhe was ſoon out of the reach of the enemy's ſhot. The Rippon, in this engagement, expended upwards of ſeven hundred great ſhot, though, for the laſt two hours of it, fifty men were employed in towing off the ſhip, beſides above forty ſick in the hold during the whole time of the action. Captain Jekyl, in this conflict, diſplayed the moſt conſummate bravery. Never was a ſhip in greater danger of being ſunk; for the enemy's bomb-battery was well ſerved, and they ſoon got her diſtance with ſuch exactneſs, that few of the ſhells (which were conſtantly thrown from the beginning to the end of the action) fell farther from the ſhip than twenty yards; while many dropped along-ſide, and one between the barge and the yawl. Thus ended this attack on Martinico, which certainly was not attacked ſo briſkly as it ought, and brought no kind of credit to our arms. The Commander in Chief of the land-forces was not equal to ſuch ſevere ſervice: although his intentions were extremely good, yet from the infirmities of age, he was obliged to take every thing by report. Had he been in the prime of life, able to have exerted himſelf, and to have led on the attack briſkly, there is little reaſon to doubt, that, from the blow being ſo very unexpected, and the conſternation the enemy appeared to be in, the conſequence muſt have been, the reduction of the iſland in a very ſhort time.

The ſame Council of war that agreed to relinquiſh the attack on Martinico, reſolved on that againſt Guadaloupe, (See Note 137.), the next object pointed out to the General by his inſtructions. Accordingly, at eight in the morning of the 20th, the Commodore made ſail to the northward, and was ſoon after joined by the troops from Antigua. By noon of the 22d, the fleet was cloſe in with the town of Baſſe-Terre, the capital of the iſland of Guadaloupe, and kept plying all day between that iſland and Iſles des Saintes; while the General Officers, Commodore, and chief engineers, were employed in reconnoitring the town and the ſhore. The town is built along a fine open bay, defended by ſeveral batteries of heavy cannon towards the ſea; and, on a conſiderable eminence to the ſouthward of the town, ſtands Fort Royal, mounting forty-ſeven pieces of cannon.

From the time the fleet appeared, the enemy were extremely buſy in throwing up intrenchments to defend every poſſible landing place, and in taking every precaution that the time would admit of, to reſiſt an attack. From the great height of Fort Royal above the water, the chief engineer was of opinion, that it was impregnable to the ſquadron, and that their lower-deck guns could not batter it. The ſubſequent attack ſhewed his opinion to be well founded; as the ſhot from the men of war neither injured the walls, nor diſmounted the cannon, but almoſt entirely ruined the upper ſtories of the barracks. As ſoon as the ſhore had been ſufficiently explored, a Council of war was held, wherein it was reſolved to make an attack on Baſſe-Terre with the men of war early next morning; and the Commodore, notwithſtanding the chief engineer's opinion to the contrary, reſolved to place the three largeſt ſhips of the line againſt the citadel. The ſhips were ordered to attack in the following order.

| Ships. | Guns. | |
|---|---|---|
| Lion | 60 | A battery to the ſouthward of the citadel, of nine guns. |
| St George | 90 | The citadel of Fort Royal, mounting forty-ſeven guns. |
| Norfolk | 74 | |
| Cambridge | 80 | |
| Panther | 60 | The Royal battery in the town, of twelve guns. |
| Burford | 70 | |
| Berwick | 64 | A battery in the town, of ſeven guns, called St Nicholas. |
| Rippon | 60 | Le Morne Rouge, a battery of ſix guns en barbette, a little to the northward of the town. |

The Captains were ordered to ſilence their reſpective batteries, if poſſible, and to ly by them till further orders. The bomb-ketches had, during the night, thrown ſome ſhells into the fort and town to interrupt the enemy, who were extremely buſy at their works; but theſe did little or no execution. About ſeven in the morning of the 23d, Commodore Moore ſhifted his broad pendant from the Cambridge to the Woolwich; and, half an hour afterwards, he made the ſignal to engage, on which the ſhips deſtined to attack, drew into a line, and ran down cloſe along the ſhore of Guadaloupe. At nine o'clock, the Lion got abreaſt of the battery ſhe was ordered to attack, and began to engage very warmly. She was raked, however, by a ſmall battery aſtern to the ſouthward, and by all the guns which the citadel could bring to bear upon her. At half paſt nine, the St George, Norfolk, and Cambridge, began to engage the citadel, and kept up a moſt inceſſant fire, till five in the afternoon, when the fort ceaſed firing. At ten, the Panther anchored with a ſpring on her cable, cloſe to the Royal battery, and continued warmly engaged for ſeveral hours.

The Burford, who was to have ſupported the Panther, had unfortunately let go her anchors too ſoon, by which means, when ſhe began to engage, ſome of her ſhot ſtruck the Panther. This obliged Captain Shuldham, in the heat of the action, to ſend an officer on board the Burford to acquaint Captain Gambier of the accident, who finding, by his ſituation, that his fire would be of no ſervice, ſlipped his cables, and drove off to ſea. The Berwick was juſt going to let go her anchors abreaſt of St Nicholas's battery, when the enemy ſet fire to ſome of their ſmall craft, and cut them adrift; one of which was ſo near driving on board of her, that ſhe was obliged to relinquiſh her ſtation, and ſtand out to ſea to avoid being ſet on fire.

The Rippon, about a quarter of an hour after ten, brought up againſt the Morne Rouge battery; but having run in too cloſe, on letting go her anchors ſhe tailed the ground, and ſtuck faſt; and, from the Berwick's being obliged to put out to ſea, ſhe was expoſed to the fire of the St Nicholas, as well as the Morne Rouge batteries. At twelve o'clock, the Lion, St George, Norfolk, Cambridge, Panther, and Rippon, were in hot action. The citadel was ſeverely galled by the ſhot from the Panther, as Captain Shuldham ordered all the cannon which could be brought to bear, to play upon it. The Lion having ſilenced her battery, was called off, about twelve o'clock, by the Commodore. Of all the ſhips that were engaged, the Rippon was in the greateſt danger. After having ſilenced the Morne Rouge battery, the enemy perceived ſhe was aground; upon which they returned to their guns, filled their intrenchments with a large body of militia, and kept up an inceſſant fire of great guns and ſmall arms; while the St Nicholas battery raked her on the ſtarboard bow, and killed and wounded many men. To add to her diſtreſs, a large box, containing nine hundred cartridges of gun powder, blew up on the poop, and ſet fire to the ſhip, which was with much difficulty extinguiſhed. All her grape ſhot was expended. Having made the ſignal of diſtreſs, the Briſtol, Captain Leſlie, came immediately to her aſſiſtanbe; run in between her and the St Nicholas battery, which had played upon her from the beginning of the action, and kept a well-directed fire upon it. His marines, at the ſame time, taking the militia in the trenches in flank, drove them from their poſt, ſo that the fire on the Rippon in a great meaſure ceaſed, eſpecially when the Roebuck, Captain Lynn, run in and engaged the battery of ſix guns to the northward of the Morne Rouge, and ſilenced it.

It being now near five in the evening, and the whole of the enemy's cannon ſilenced, the Commodore made the ſignal for the troops to prepare to land; on which the firſt and ſecond brigades got into their boats, and repaired to the rendezvous; by which time, night was near at hand. The Commodore having ſoon after recalled the ſignal, the troops were ordered back to their reſpective tranſports; in doing which, owing to the darkneſs of the night, and the men of war, on their return from the batteries, having nearly run down ſome of the boats, they found great difficulty and danger.

The Rippon ſtill continued aground. Captain Jekyl uſed every means to get her off. He ordered all the larboard guns to the ſtarboard ſide, ſtarted thirty tons of water in the forehold to lighten her forward, and employed all his boats in endeavouring to tow her off. Having carried out hawſers, all hands were ordered to the capſtern, but the anchors came home; and in this diſagreeable ſituation did the ſhip remain, till near twelve o'clock at night, when, contrary to almoſt every one's expectation, ſhe gave a ſudden ſtart, and immediately floated, to the great joy of the officers and men, who were not without apprehenſions that the enemy would attempt burning her in the night.

About ſeven in the evening, the four bomb-ketches ſtood towards the town, into which they threw ſome ſhells and carcaſſes; and as all the houſes were covered with ſhingles, numbers of them entirely built of wood, and the place contained large magazines and ſtorehouſes of rum, ſugar, tar, &c. whoſe contents took fire like tinder, this beautiful town blazed forth, by ten o'clock, a dreadful ſcene of conflagration. This inconſiderate ſtep ruined many innocent people: nor has time ever been able to diſcover, what purpoſe the burning of the town of Baſſe-Terre was intended to anſwer; as, when this wanton bombardment took place, the batteries were ſilenced, and the place giving no ſort of annoyance to the ſhipping.

The number of men killed in the action, was not proportioned to its ſeverity. The only officer killed, was Lieutenant Roberts of the marines, in the Norfolk: the wounded were, Captain Trelawny of the Lion, Lieutenant Curle of the marines of the ſame ſhip, and Lieutenant Chandy of the marines of the Rippon; with about thirty men killed, and double that number wounded. There were found in the road the hulls of ſeveral veſſels, to ſome of which the enemy ſet fire; while others of them, endeavouring to get out to ſea, were intercepted by the Ludlow Caſtle, and other men of war.

It is very remarkable, that the enemy never hoiſted their colours during the whole of this furious cannonade; concerning which it is but proper to obſerve, that this great expenditure of powder and ſhot might well have been ſaved. But the Commodore ſeemed reſolved, that the ſhips of war ſhould do ſomething more than merely cover the landing of the army, and tranſport their cannon and ſtores. Had the troops been landed, under cover of the frigates, in a bay about a mile to the northward of the town, and which might have been done with very little loſs, as the enemy had only a few companies of regular troops to oppoſe them, the militia would not have long withſtood the cannonade of the covering ſhips. The town, being quite open on the land ſide, muſt either have ſubmitted, or have been abandoned on the approach of the army. The citadel was not in a ſituation to make long reſiſtance againſt a regular attack; and the burning of ſo fine a town, anſwered no purpoſe, but to ruin individuals, and to render them more deſperate in the defence of the iſland; whereas, on the contrary, had their wealth and property remained untouched, they would have been anxious for a capitulation, as the only means left them to prevent it from ſuffering by the dreadful calamities generally attendant on war.

The 24th, not a gun was fired from the ſhore; while the town ſtill continued to burn with unremitted violence. The whole fleet came to an anchor in the bay by two o'clock in the afternoon; and at three, the Commodore made the ſignal for the troops to prepare to land. Theſe immediately got into their boats; and by five in the evening, the firſt and ſecond brigades were landed a little to the northward of the town; and, preſently after, the third brigade, without any moleſtation from the enemy. Captains Shuldham, Gambier, and Burnet, conducted the debarkation.

The enemy had not time to finiſh the intrenchments they had begun on the riſing ground behind the town, where it was expected they would make an oppoſition; inſtead of which, they abandoned them, and fled. The army was immediately drawn up on the high grounds, and lay on their arms all night. Soon after the troops had taken poſt behind the town, the enemy abandoned the citadel of Fort Royal, and retired on the other ſide of the river Gallion, towards the mountains. On this, the ſixty-firſt regiment was diſpatched to take poſſeſſion of the town and citadel; four hundred of whom, under Major Teeſdale, went againſt the latter; and never were troops in greater danger, as the enemy, when they retired out of the fort, after ſpiking up the cannon, had laid a train to the powder magazine, in which were three hundred barrels of gunpowder. Luckily for our troops, a Genoeſe, who had been the chief gunner of the place, and who had ſecreted himſelf when the French abandoned the fort, found means to deſert; and, juſt as the troops got cloſe to the walls of the fort, he informed the commanding officer of the danger they were all in. Having proffered, if they would follow him, to lead them into the place, his ſervices were accepeed. Not a moment being to be loſt, the utmoſt diſpatch was uſed in getting into the citadel, to which the deſerter faithfully conducted them; and the train being the firſt thing ſought for, was found, and inſtantly ſwept away by the pioneers; while the unfortunate negro, who had been bribed with a few dollars to ſet fire to it, was found with the lighted match in his hand, drunk, and ſtaggering towards it. He was immediately ſecured, and his match extinguiſhed. About ſix in the evening, our colours were hoiſted on the uppermoſt baſtion of Fort Royal.

The 25th was ſolely taken up in landing the tents and light artillery, and marking out the ground for encamping the battalions on the different heights, in ſuch a manner as to be able, in caſe of an attack, to aſſiſt each other. A corps of light infantry was formed from the different regiments, and the command of it given to Major Melvill, who took poſt with it in a moſt advantageous ſituation, about three miles up the country, which ſo effectually commanded all the paſſes on that ſide, that if the enemy ſtirred, he was, from his ſituation, enabled to give the alarm. And here it is worth remarking, how dangerous it is to allow an enemy to recover from the conſternation into which a ſucceſsful and unexpected attack neceſſarily throws them; it being the opinion of the beſt informed, that had our troops, ſmall as they were in number, been led on briſkly againſt the enemy early next morning, while their minds were yet ſtrongly impreſſed with fear, their ears ſtill ſounding from the dreadful cannonade of the ſhips of war, no regular plan of defence reſolved on, and their works not yet completed, they would preſently have been drove from their ſtrong hold; and in a few days after, the whole iſland might have been ſubdued.

M. Nadau, the Governor of the iſland, judged properly in abandoning the citadel; for as he had few regular troops, with which to make a defence, and the place, unprovided with outworks, was commanded by higher ground, he would have been obliged to ſurrender, and with him the whole iſland. But by retiring to the mountains, he was able to aſſemble the whole of the militia; and, truſting to the natural ſtrength of the country, and the unwholeſomeneſs of the climate, he was enabled to hold out for ſome months, during which time he had hopes of ſuccours arriving from Europe, or of the Britiſh ſtrength being ſo much exhauſted, that they would be obliged to relinquiſh the enterprize: Both of which events were very near taking place. The ſpot he pitched upon to make a ſtand at, was called the Dos d'Ane, from its reſembling, at a diſtance, an aſs's back. Here he convened a great body of the militia, and ſet to work to raiſe ſtrong intrenchments, on which a number of cannon were planted. It was a poſt exceedingly ſtrong by nature, ſituated in a deep cleft in the mountains, and commanded entirely the paſſage into the Capes Terre, by much the richeſt and beſt cultivated part of the whole iſland. The aſcent to this poſt from the town, from which it is diſtant about four miles, is for the moſt part extremely ſteep, the road crooked, and interrupted by rocks and ſtumps of trees; the whole environs being interſected by deep ravines or gullies, at the bottom of which run rapid torrents of water, which make them ſtill more difficult to paſs; and at every place where there appeared a probability of our attempting to force a paſſage, an intrenchment was thrown up.

On the 26th, our Commanders ſent M. Nadau a letter, containing propoſals for the ſurrender of the iſland. To which he returned the following anſwer:

"GENTLEMEN,

"I HAVE received the letter your Excellencies did me the "honour to write on the 25th. The propoſals you offer, are "ſuch as could only ariſe from the eaſy acquiſition you have "made of the town and citadel of Baſſe Terre; for otherwiſe,

"you muſt do me the juſtice to believe, I would not have re-
"ceived them. The force you poſſeſs, is indeed ſufficient to
"give you poſſeſſion of the extremities of the iſland; but as
"to the inland part of the country, we there have an equal
"chance with you.

"In regard to any conſequences that may attend my refuſal
"of the terms propoſed, I am perſuaded they will be ſuch only
"as are authoriſed by the laws of war: but ſhould it happen
"otherwiſe, we have a Maſter who is powerful enough to take
"revenge for what we may ſuffer. I am, with reſpect, your
"Excellencies moſt humble and obedient ſervant,

"Nadau D'Etreil."

"*Guadaloupe*, 27*th January*, 1759.

"To their Excellencies Meſſrs Moore
"and Hopson, General Officers of
"his Britannic Majeſty's Forces at
"Baſſe Terre."

This anſwer of M. Nadau was ſpirited and proper. It was no idle gaſconade, ſo characteriſtic of his countrymen, but the dictates of a man reſolved to defend to the utmoſt of his power the charge entruſted to him: for he on all occaſions manifeſted a ſteady courage, and, with a handful of regular troops, and a large body of undiſciplined militia and negroes, he made a ſtand for upwards of three months. At the time this anſwer was communicated to the General, the army was in high ſpirits, and in good health; but inſtead of carrying the war into the Capes Terre, the only part of the iſland where regular troops could act to advantage, he kept them employed in ſkirmiſhing with the enemy, in burning ſome houſes and ſugar plantations, and in repairing and adding ſome works to the citadel of Fort Royal.

This ſort of war coſt the lives of many men; and as the whole of the army was not kept employed, numbers, from mere inactivity, joined to the natural unhealthineſs of the climate, fell ſick, and the hoſpitals became crowded.

On

On the 4th of February, a detachment was ſent out to attack a houſe which the enemy had fortified, and which gave ſome annoyance to our advanced poſt. It belonged to Madam de Charmy, who, with a true Amazonian ſpirit, headed her ſervants, appeared at every place where the fire was the hotteſt, and encouraged her negroes to defend the poſt to the utmoſt. Indeed its ſituation was ſuch, that nature alone ſeemed ſufficiently to have guarded it. This plantation was on the ſummit of a ſteep precipice, and ſtrongly intrenched; but, as the Britiſh troops, when properly led on, generally ſurmount all difficulties, they, after a hot diſpute, carried the place, which the enemy deemed impregnable; but with conſiderable loſs. Two officers were killed, and three wounded. Much too great a loſs, in obtaining ſo ſmall an advantage.

The enemy ſeeing us ſo very inactive, began to grow more daring, and even to approach within cannon-ſhot. They erected ſome intrenchments on a hill to the ſouthward of the citadel, from whence they greatly annoyed the garriſon with muſketry, and fired at the troops from a ſmall battery, as they relieved the guard at the works beyond the river Gallion. It being reſolved to attack theſe two poſts, Lieutenant-Colonel Deſbriſay was pitched upon to command the detachment for this ſervice, which conſiſted of the grenadiers, with one hundred men and the pioneers of the ſixty-firſt, and grenadiers of the ſixty-third regiments. Early on the 6th, Colonel Deſbriſay ordered a party, conſiſting of the battalion men and pioneers, to attack and deſtroy the enemy's battery, and level their intrenchments. But the officer (Captain Barford of the ſixty-firſt regiment) who was ſent on this ſervice, having miſunderſtood Colonel Deſbriſay's orrders, not only marched againſt a wrong battery, ſituated half a mile more to the ſouth than the one he ſhould have attacked, and deſtroyed the cannon; but, at his ſetting out, committed another capital error, by ſetting fire to upwards of a dozen of negro huts ſcattered on each ſide of the road, with which he might have covered his retreat, in caſe he had been attacked. The blaze thereby occaſioned, alarmed the enemy, who immediately repaired to the four gun battery in ſuch numbers, that he now found it impoſſible to fulfil the moſt material part of his orders; and on his retreat his detachment had like to have ſuffered much, being obliged to march back the ſame road by which they had advanced, and cloſe to the negro huts, which ſtill continued to burn with great fury. But being now reinforced by the half of the grenadier company of the ſixty-firſt regiment, they marched up a ſteep hill, and attacked the enemy's intrenchments, which they entered. While the pioneers were employed in levelling theſe, a large body of the enemy were obſerved marching to attack the remainder of the grenadiers which Colonel Deſbriſay had poſted on the other ſide of a ravine; and as the party under Captain Barford were very near the enemy, and took them in flank, they inſtantly began a very warm fire on them, which laſted only about ten minutes, when the enemy ſuffered ſo much, that they fled with the greateſt precipitation. The citadel, during this attack, fired a number of cohorns and royals, which, on the enemy's flight, did amazing execution.

In this little affair, the officers of the ſixty-firſt regiment greatly diſtinguiſhed themſelves: and prevented, by their preſence of mind, the party of grenadiers from being overpowered. Our loſs was only eight men killed and wounded: but, by a deſerter who came in next day from the enemy, it was learnt, that their loſs conſiſted of ſeventy men killed, and one hundred and thirty wounded.

While theſe matters were going on with the army, the ſailors were buſied in tranſporting to the citadel ſuch of the enemy's cannon, found on the batteries in the town, as appeared ſerviceable; and in landing ſome cannon from the men of war.

It being reſolved to attack Fort Louis on the Grand Terre ſide of the iſland; on the 6th, the Commodore detached on this ſervice, the Berwick, Roebuck, Woolwich, Renown, Bonetta, two bomb-ketches, and a detachment of marines, under the command of Captain Harman; along with whom, the General detached ſome companies of the Royal Highland regiment. And on the 10th, the Panther was diſpatched to reinforce Captain Harman's ſquadron.

Early on the 13th, Captain Harman proceeded with the ſhips under his command, and attacked Fort Louis in the following order, having firſt bombarded the place for ſeveral days.

| | | | |
|---|---|---|---|
| Roebuck of | 40 guns, | Captain | Lynn. |
| Wincheſter, | 50 | —— | Le Cras. |
| Berwick, | 64 | —— | Harman. |
| Panther, | 60 | —— | Shuldham. |
| Woolwich, | 44 | —— | Deering. |
| Renown, | 32 | —— | M‘Kenzie. |

Beſides the fort, the enemy had a number of batteries along the ſhore, and two redoubts on two hills, each mounting four pieces of cannon; all which played with great fury as the ſhips approached. The cannonade having laſted five hours, every houſe in the fort was burned by the bomb-ſhells, a breach made in the walls, and the enemy drove from their batteries along ſhore. The enemy had prepared three veſſels as fire-ſhips, which they moored acroſs the entrance of the harbour, but they were boarded by the boats of the fleet, towed on ſhore on the Iſle de Couchon, and ſet on fire. Captain Harman, who, before he proceeded with the ſhips to the attack, had ordered the Highlanders and marines to get into the flat-boats, to be ready to land at a moment's warning, now made the ſignal for the troops to land, when the boats rowed briſkly for the ſhore, and landed, notwithſtanding the enemy kept up a briſk fire on them from their intrenchments and redoubts. Major Campbell of the marines, commanded the troops, and led them on with ſuch ſpirit, that the enemy were ſoon driven both from the fort, and all their works, with fixed bayonnets; moſt of the mens ammunition having been ſpoiled in landing, owing to the boats not being piloted to the proper place of diſembarkation. The enemy with great labour and ſkill, had drove wooden piles, at ſome diſtance from the beach, all along the ſhore, whoſe tops did not appear above water; by which means the boats not being able to get cloſe enough to the ſhore, the ſoldiers were neceſſitated to plunge into the water, which in moſt places took them above the middle. No troops could behave with more courage, than the Highlanders and marines did on this occaſion; nor did they gain their point without conſiderable loſs. A Lieutenant of the Berwick, with ſeveral ſeamen, were killed. While this little exploit was going on, General Hopſon kept the army employed in working at the additional fortifications he had ordered to be made to the citadel, and in a few trifling ſkirmiſhes with the enemy. Such numbers of the troops fell ſick from this life of inactivity, that his Excellency was compelled to ſend a great many of them to Antigua.

Things were in this diſagreeable ſituation, when, on the 27th of February, General Hopſon breathed his laſt. The command now devolved on Major-General Barrington; who reſolved to purſue quite another plan of operations, and to carry the war both into the Capes-Terre and Grande-Terre at the ſame time. The Commodore having intelligence, that the Dutch, from St Euſtatia, frequently ſupplied the enemy with proviſions, ſent the Rippon and Briſtol to cruize off that iſland, and, if poſſible, to prevent this traffic.

On the 28th of February, General Barrington gave orders for the army to hut on their preſent ground; which was completely done, by the 1ſt of March. This was only meant, however, as a fineſſe to amuſe the enemy, who looked on it as a certain indication of the army being to remain on the Baſſe-Terre ſide. The artillery, baggage, and ſick, were all embarked on the 2d, 3d, and 4th. The next day, the batteries in the town were blown up; and, very early on the 6th, the out-poſts were called in. Before day broke, the whole of the army were on board the tranſports, except the ſixty-third regiment and a detachment of artillery, who were left as a garriſon in Fort Royal, under the command of Lieutenant-Colonel Deſbriſay. The Commodore alſo left the St George and Buckingham men of war, as a further ſecurity to the garriſon. The enemy were greatly ſurpriſed at this manœuvre, who, neither hearing our drums at day-break, nor ſeeing any motion at the out-poſts or camp, ſeemed to ſuſpect an ambuſcade. They therefore ventured, with the greateſt caution, firſt to the out-poſts, then to the firſt encampment, and ſo on to the lowermoſt huts; and finding all abandoned, they, about mid-day, ſet the huts on fire.

On the 7th, the Commodore, with the men of war and tranſports, ſailed for Fort Louis on the Grand-Terre ſide of the iſland; but, from the trade wind and leeward current, it was the 11th before they arrived; and many of the tranſports did not get round till the 20th. On the 11th, a large detachment was ſent out to cover a party of ſeamen, employed in dragging a fiſh pond; and although the enemy kept at a conſiderable diſtance, yet, by a conſtant though irregular fire, they killed three men, mortally wounded Lieutenant Sinclair of the Highlanders, and wounded nine private men; a tranſaction, which General Barrington was extremely diſpleaſed with.

At this time, the Commodore received a piece of intelligence, that in a great meaſure deprived the army of the aſſiſtance of the fleet, (by much the moſt formidable part of this armament), and greatly retarded the conqueſt of the iſland: this was, the certain arrival of a ſquadron under the command of M. du Bompart, from Old France, conſiſting of eight ſhips of the line and three large frigates, (See Note 138.), having on board a battalion of Swiſs and other troops, intended for the relief of Martinico, ſhould he find it inveſted by our troops. He was then lying between the Iſle des Ramieres and Point Negro, in the Great Bay of Fort Royal, in the iſland of Martinico; from whence it was very practiacble for M. du Bompart to throw ſuccours into Grande-Terre, while Commodore Moore, in the ſituation he then lay, would be incapable of putting to ſea to oppoſe him. The Commodore, therefore, came to a reſolution, to call in all the cruizing ſhips, and to ſail immediately to Prince Rupert's Bay, in the iſland of Dominica, where he might be early acquainted with the motions of the enemy, and be ready to follow him, if occaſion required, as he would then be to the windward of Guadaloupe, and only nine leagues diſtant from it. Accordingly, the marines doing duty on ſhore were relieved, and put on board their reſpective ſhips; but they being ſickly, the General, at the requeſt of the Commodore, ſent a detachment from the army on board the men of war; and on the 13th, the ſquadron ſailed from Fort Louis, to Prince Rupert's Bay, (leaving the Roebuck to guard the tranſports), where the Commodore was ſoon after joined by the St George, Buckingham, Rippon and Briſtol.

This reſolution of the Commodore's, though extremely neceſſary, proved exceedingly hurtful to our commerce in theſe ſeas; for, during his ſtay in Prince Rupert's Bay, the enemy captured a great number of our trading ſhips. This occaſioned great murmurs among the merchants and planters, againſt the Commodore: but when matters are properly conſidered, it evidently appears, that it was impoſſible for him to have acted in any other manner, in the then critical ſituation of affairs.

As the deſtination of the French ſquadron, as well as where its future operations might be directed, was uncertain, Brigadier-General Haldane reſolved to proceed immediately to his government of Jamaica, to put that iſland in a proper poſture of defence: and having ſailed on the 21ſt, in the Renown frigate, his place, as Brigadier-General, was ſupplied by Lieutenant-Colonel Crump. As ſeveral tranſports were now arrived with the troops on board; on the 23d, the General ordered a detachment of ſix hundred men on board ſuch tranſports as carried moſt guns, under the command of Lieutenant-Colonel Crump, having under him Lieutenant Colonel Barlow; and on the 25th, they ſailed to attack the towns of St François and St Anne's.

The ſame day, arrived three hundred and fifty volunteers from Antigua, Montſerrat, and St Chriſtopher's. Theſe were immediately landed; and the General, being thus ſtrengthened, embarked three hundred men under the command of Major Teeſdale, with a view of attacking the enemy's poſt at Goſier early next morning, very properly judging, that they had ſent a conſiderable part of their forces to oppoſe Colonel Crump, as they did not appear ſo numerous at this poſt as formerly. Early, therefore, in the morning of the 30th, this detachment were in the flat-boats, and rowed for the ſhore. The enemy made a ſhort oppoſition from their battery and intrenchments; but, notwithſtanding theſe efforts, the troops landed, formed on the beach, and inſtantly attacked and drove them from their works, with great ſpirit and reſolution.—The town was ſet on fire, and the cannon and battery deſtroyed. In conſequence of the ſucceſs of this detachment at Goſier, the General formed a ſcheme for an attack upon all the enemy's poſts, which they had erected oppoſite to ours. He ſent orders to Major Teeſdale, to force his way to Fort Louis, from which he was diſtant about two miles; and his route lay over a rugged, mountainous, and woody country. Orders were likewiſe ſent to the officer commanding the troops in the camp, under the walls of Fort Louis, to make two ſorties, and attack the enemy's intrenchments. At the ſame time, all the boats of the tranſport ſhips up the harbour, were filled with as many men as could be ſpared, and ranged as if going to land in the rear of the enemy's works. Their attention was ſo much diſtracted, that they knew not, by ſeeing ſo many places threatened at once, which to ſuccour firſt; and, apprehenſive leſt they ſhould be put between two fires, they neglected to reinforce a poſt on the top of a high and ſteep hill, which Major Teeſdale had orders to attack: by this means he carried his point, which proved of the utmoſt importance. From the natural ſtrength of this place, if the enemy had behaved with common reſolution, ſucceſs was very uncertain. The flat-boats, therefore, rowed along ſhore as this detachment advanced, to be ready, in caſe of their being repulſed, to bring them off; but finding the enemy ſucceſſively give way, they purſued, and got poſſeſſion of a hill on whoſe ſummit the enemy had eſtabliſhed a poſt, and, with immenſe labour, under cover of felled trees and bruſhwood, had erected a battery of three twenty-four pounders, which was to have opened the next morning on our camp, which it entirely commanded. This poſt was carried with the loſs of Captain Gunning of the ſixty-firſt regiment, an excellent officer, and univerſally lamented by the army: ſeven private men were alſo killed, and two officers and ten private men wounded. The intended ſorties from the camp, through ſome miſunderſtanding of the orders, did not take place; by which means the enemy's intrenchments remained unattacked.

The detachment, under Lieutenant-Colonel Crump, landed without oppoſition, between the towns of St François and St Anne. Here he divided his troops into two corps; and ſent Lieut.-Col. Barlow, at the head of one of them, againſt the latter place; while he himſelf proceeded, at the head of the other, againſt the former. The enemy made a ſhew of defending both places; but were attacked with ſuch reſolution, that the towns were carried and burnt, and the batteries and cannon deſtroyed; after which, they returned to the boats, and re-embarked again. This ſervice was performed with the loſs of one man mortally*, and two ſlightly wounded.

As the General had determined to make an irruption into the Capes Terre, he only waited the arrival of ſome tranſports with troops on board, to put his deſign into execution: but, before they arrived, he received a piece of intelligence, which called his attention for a little while to Baſſe-Terre; where the enemy, ſoon after the fleet and army had left that place, became extremely daring. They approached the citadel in conſiderable bodies, and fired into it; by which ſeveral men were wounded. In order to repel theſe attacks, Lieutenant-Colonel Deſbriſay,

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* This poor fellow belonged to the Royal Highlanders, and received his wound as ſoon as he landed. His companions carried him to a hut cloſe by, where they laid him down, leaving his firelock by his ſide. When the troops were marched to attack the towns, diſtant ſome miles from the place of landing, a raſcally Frenchman came into the hut, and perceiving the dying ſoldier incapable of reſiſtance, he eaſed himſelf on the poor man's breaſt, and was going towards the door; when the ſoldier full of indignation, muſtered all his ſtrength, laid hold of his muſquet, and fired it at the miſcreant, who fell dead on the ſpot. In this ſituation was he found, when the troops returned to their boats: this worthy ſoldier died, as his companions were carrying him on board.

briſay, the Governor of the place, ordered the cannon to be fired, whenever the enemy appeared in force; and, to be the more ready for this ſervice, he had cauſed two barrels of gun-powder to be put into the ſtone centry-box, in the angle of a baſtion, to be near at hand when there was occaſion to fire the cannon. Theſe barrels had unluckily been neglected to be properly covered up; and the enemy appearing in a large body, the Governor ordered a few guns to be fired at them; when ſome ſparks from the wadding of one of the guns, were obſerved to blow towards the centry-box where the powder was lodged. Governor Deſbriſay being informed of this, ſent two bombardiers to cover up the barrels with ſheep ſkins; but the Governor having unfortunately ordered another gun to be fired before the bombardiers could execute the ſervice they were ſent on, a ſpark from the wadding of the gun ſet fire to the gunpowder, which occaſioned a dreadful exploſion. The Governor, and the two bombardiers, were blown to atoms; Major Trollope, Lieutenant Read, ſome artillery men, and ſeveral men of the ſixty-third regiment, were killed; and Captain Gilman, ſeveral other officers, and ſome privates of the ſame regiment, were wounded. The enemy, on perceiving this diſaſter, which they thought greater than it really was, came down in large bodies, with a deſign to attack the fort; but received ſo ſevere a fire, from the cannon and muſquetry, that they were ſoon convinced of their miſtake; and after ſuſtaining conſiderable loſs, they retired within their works. Being ſoon after ſupplied with a thirteen inch mortar from Martinico, they began to throw ſhells into the fort, and were buſy in erecting a battery of cannon; when General Barrington being informed of the ſituation of affairs at this place, he immediately detached Major Melvill with a reinforcement of troops, to take on him the command of Fort Royal; and ſent the chief engineer, to give directions about repairing the fort.

Major Melvill, having reconnoitred the enemy's works, ordered a ſtrong ſally to be made from the fort; who attacked, and effectually deſtroyed their battery; ſpiked up the cannon;

and returned into the garriſon, with the loſs of only ſix men killed, and ſix wounded.

As all the tranſports were now arrived, the General collected a body of near fifteen hundred men, (the ſtrength of the army, after reckoning thoſe which garriſoned Fort Royal and Fort Louis, and the detachment on board the fleet.) Theſe he placed under the command of Brigadier-Generals Clavering and Crump; and having been informed that there was a poſſibility of ſurpriſing Petit Bourg, Goyave, and St Maries, at one and the ſame time, he determined to make the trial; ſince, if the attack ſucceeded, the Capes-Terre would be in a manner conquered. On the 5th of April, the troops got into the flat-boats by eight in the evening, and rendezvouſed under the ſtern of the Grenado bomb-ketch. General Clavering having arranged them for the different attacks, proceeded with the utmoſt diligence to put the ſcheme into execution; but the night proved ſo very tempeſtuous, and the negro conductors were ſo much frightened, that they were all in danger of being loſt upon the ſhoals. The Brigadier, however, landed with about eighty men; but the place was ſo full of mangroves, and ſo deep in mud, that after making ſeveral efforts, he was obliged to return; and the enemy having diſcovered the deſign, took every precaution to render ſuch attempt for the future abortive.

General Barrington being laid up with the gout, cauſed Brigadier-Generals Clavering and Crump to reconnoitre the ſhore of Arnonville. In conſequence of the report made by theſe officers, the detachment under their command ſailed on the 12th up the harbour; and, under cover of the Woolwich man of war, which, together with the Grenada bomb, Commodore Moore had ſent to aſſiſt the troops in their operations, they effected a landing by day-break, in a bay near to Arnonville. The enemy made no oppoſition, but fled, as our troops approached, to a ſtrong poſt behind the river Le Coin. This poſt was of the greateſt conſequence to them, as it covered the whole country as far as Bay Mahaut, where their proviſions and ſupplies of all ſorts were landed by the Dutch from St Euſtatia. They had ſpared no pains to render this place impregnable,

nable, though its ſituation was ſuch as required very little aſſiſtance from art. The river, on account of a moraſs covered with mangroves, was only acceſſible at two narrow paſſes; and theſe poſts they had fortified with cannon and entrenchments, defended by all the militia of that part of the country. The Britiſh troops could only attack them in a very contracted front, which was at laſt reduced to the breadth of the roads, interſected with deep and wide ditches. The Britiſh artillery, which conſiſted of only four field pieces (ſix pounders) and two howitzers, kept up a conſtant and well directed fire on the top of the enemy's intrenchments, to cover our attack, which was made with the greateſt coolneſs and bravery. Though the enemy made a ſtout reſiſtance, their works were ſucceſſively carried; and the troops having repaired the bridge, and getting round on their rear, they fled with great precipitation, but were ſo cloſely purſued, that about ſeventy of the firſt people of the iſland were made priſoners. Six pieces of cannon were found on the works; the forcing of which, coſt us one officer, and fifteen men killed, and two officers and fifty two men wounded.

Brigadier Clavering did not loſe a moment's time; for, as ſoon as the artillery was able to paſs the ditches, he preſſed on towards Petit Bourg. On the approach of the army, the enemy abandoned an intrenched poſt they had, about half a mile to the left of the road, and retreated, keeping about two hundred yards in front of our men: the better to retard whoſe march, they ſet fire to the ſugar canes, which obliged our people more than once to leave the road, to avoid any accident to their powder. The Britiſh troops arrived late in the evening, on the banks of the river Lezard; behind the only fordable part of which, the enemy had thrown up very ſtrong intrenchments, protected by four pieces of cannon on a hill a little way in their rear. The General was of opinion, from the natural ſtrength of this poſt, that, to attack the enemy directly in front, would coſt him dear. In reconnoitring it, however, he luckily found two canoes; which he cauſed to be conveyed down the river, where, during the night, he had ferried over a corps, ſufficient to attack the enemy in flank the next morning. The better to amuſe them, and to prevent their gaining intelligence of his real deſigns, he ordered ſome cannon and muſquetry to play on their intrenchments during the night.

Early on the 13th, the attack was begun: and the corps which had been ferried acroſs the river Lezard, making their appearance, the enemy, ſenſible of their danger, fled. The Britiſh troops then paſſed the river without the loſs of a man, and purſued the enemy to Petit Bourg; which place they had fortified with lines and redoubts, mounted with cannon; and, to prevent a deſcent being made here, they had drove ſtrong piles a conſiderable way from the ſhore, the tops of which were under water, and being cloſe together, boats could not approach the ſhore until they were removed. Here the Brigadier found Captain Uvedale of the Grenada bomb-ketch, throwing ſhells into their works; and as the enemy perceived the General taking poſſeſſion of all the heights around them, they not only abandoned their fortifications, but their artillery alſo. As the troops were greatly fatigued, the General halted here to refreſh them, and to get a ſupply of proviſions.

On the 13th, he detached Brigadier-General Crump with ſeven hundred men to the Bay Mahaut; and, at the ſame time, ſent another detachment to attack the enemy's poſt at Goyave, about ſeven miles in front. The enemy, who miſtook this laſt for the vanguard of the army, were ſeized with ſuch a panic, that they only diſcharged their cannon once, and fled; abandoning a poſt which a few reſolute men might have defended againſt a very ſuperior force. On the approach of Brigadier Crump, the enemy quitted the town and batteries of Bay Mahaut. Theſe the Brigadier burnt and deſtroyed, together with a large magazine of proviſions, with which the Dutch had ſupplied the enemy, and which alone had been the cauſe of their holding out ſo long. Having completed his work, he rejoined General Clavering at Petit Bourg, who was prevented from advancing by the heavy rains, which had ſwelled the rivers to a great height, and the rivulets to impetuous torrents; but he improved this time in ſtrengthening the poſt of Petit Bourg, where he left a ſmall garriſon.

On the 20th, General Clavering began his march for St Maries, where the enemy had collected their whole force, and ſtrongly intrenched themſelves, in order to defend the entrance into the Capes-Terre. The General reconnoitred this poſt with great exactneſs; and ſoon perceived, by his own obſervation, and the information he had received from his guides, that it was not impoſſible to get into their rear by roads which the enemy thought impaſſable, and which they had conſequently neglected to guard. He immediately ordered a detachment for this ſervice, under Lieutenant-Colonel Barlow; and ſent orders to haſten the march of the artillery, which, from the badneſs of the roads, had not been able to get up. Things turned out exactly as the General wiſhed. Colonel Barlow having, though with great difficulty, got through a thick and moraſſy wood, in the rear of the enemy's works; and the artillery keeping up a briſk fire upon them in front, they were ſoon ſo ſenſible of their dangerous ſituation, that their precipitate flight alone ſaved them from being made priſoners. They were purſued as far as the heights of St Maries, where the General again formed his little army, and reſolved immediately to attack their intrenchments and batteries there.

While the pioneers, to enable the artillery to march, were levelling the barricadoes which the enemy had abandoned, Lieutenant-Colonel Barlow with his detachment, attempted a ſecond time to penetrate the woods, and to climb the precipices which covered the flanks of the enemy's lines. But before the cannon got up, they perceived this motion, and ſent off a detachment to oppoſe it. Upon this, General Clavering immediately attacked the enemy in front, with ſuch vigour, that he carried their works, notwithſtanding they poured in a heavy fire from their cannon and ſmall arms. They fled with ſuch precipitation, that they left all their artillery; and were now ſo convinced of the ſuperior diſcipline and bravery of the Britiſh troops, that they fled at their approach.

The 21ſt, the army entered the Capes-Terre, the richeſt and moſt beautiful part of the iſland. Here an alarm was ſpread, very early in the morning, that a large body of the enemy were ſeen advancing to attack the out-poſts; but, on the nearer approach of this body, it was found to be eight hundred and ſeventy unfortunate ſlaves, the ſole property of M. Pinel, who were coming to ſurrender themſelves priſoners. The only condition theſe poor creatures made, was, not to be reſold to their former maſter. As the inhabitants of the country were in arms, and their houſes abandoned, General Clavering was under the cruel neceſſity of ſetting fire to all their habitations, ſugar canes, &c.: ſo that when night arrived, this fine country appeared one continued blaze of fire; and many negroes, who had been poſted among the ſugar canes to fire on our troops while on their march, were unfortunately burnt.

M. Nadau, who had been at uncommon pains in fortifying the different paſſes, now finding them ſucceſſively forced, every means of being ſupplied with ſtores and proviſions (by help of the Dutch) cut off, and that the militia were become ſo tired of the war, that they did not ſecond his efforts with ſpirit to oppoſe our progreſs; while, in addition to all this, he was ſtrongly importuned by the principal inhabitants to ſubmit; began to entertain thoughts of capitulating, as the few regular troops he had, were by no means capable of making reſiſtance without the aſſiſtance of the militia, on whom he could no longer depend. On the 22d of April, therefore, he ſent to General Clavering's head quarters, Meſſrs Clainvilliers and Duquerey, to demand a ſuſpenſion of arms, and to know what terms the General would be pleaſed to grant them. In conſequence of which, General Barrington, who was immediately made acquainted with their demand, haſtened to General Clavering's quarters, where, on the 25th, the terms of capitulation were agreed to, and ſigned on the 1ſt of May. The Deputies from Grande-Terre, not having ſufficient powers from the inhabitants, went back for proper authority, and returned on the 2d of May, when all matters were fully and finally ſettled. (See Note 137).

Early on the 2d of May, the Deputies from Grande-Terre returned, and ſigned the following paper:

"We, the Deputies of the Grande-Terre, arrived this day "with full powers, do conſent to the capitulation ſigned the ſtroyed both, notwithſtanding an inceſſant fire from the batteries, which he returned, and diſmounted ſeveral of their guns.

The Falcon bomb ketch, Captain Robinſon, being ſtationed off the Saintes, in order to prevent the enemy from bringing any ſupplies or aſſiſtance to Guadaloupe on that ſide of the iſland, unfortunately miſſed ſtays, as ſhe was in purſuit of a privateer, and was ſtranded; but the officers, men, and ſtores were ſaved.

## WEST INDIES.—*Jamaica Station.*

Vice-Admiral Cotes continued to command his Majeſty's ſquadron on this ſtation (See Note 139.), and placed his cruizers ſo well, that almoſt all the French ſhips which ventured to ſail without a ſtrong convoy, were taken. Many Dutch veſſels, laden with the produce of the French colonies, were alſo condemned as legal prizes, notwithſtanding they uſed every method and art to diſguiſe and conceal that their cargoes appertained to the enemy.

On the 29th of April, the Viper ſloop took a Dutch ſhip called the Adrian, laden with ſugar, indigo, and cotton. She had ſailed a few days before from a French port in the iſland of Hiſpaniola, under convoy of two French frigates, viz. the Hermione, of twenty-ſix guns, and one hundred and ſeventy men, and the Hardi, of twenty guns, and one hundred and fifty men. They had another Dutch ſhip under their convoy, and were all of them deeply laden with the fineſt ſugars and indigo. The Dreadnought, Seaford, and Wager, with the Peregrine and Port Antonio ſloops, being on a cruize, had the good fortune to fall in with and take the two frigates and Dutch veſſel, on the 2d of May. They were condemned by the Admiralty court at Jamaica, and proved very valuable prizes.

The other cruizers of the fleet were likewiſe very ſucceſsful.

The enemy had many of their privateers taken or deſtroyed; and the Britiſh trade was remarkably well protected.

## NORTH AMERICA.

THE ſucceſs with which our arms had in general been crowned in this part of the world laſt year, pointed out the plan of operations proper to be followed this campaign, and which, if ſteadily and briſkly purſued, ſeemed to promiſe the termination of the dominion of France in North America. Theſe operations were all originally planned by the Earl of Loudoun, when Commander in Chief in North America.

Great Britain, having, at an immenſe expence, attained a ſuperiority over the enemy in point of military force, it was reſolved to attack them in all their principal poſts at one and the ſame time. By this method they would be ſo diſtracted, and their attention ſo much divided, that they could not poſſibly collect all their force in one place; to which their ſucceſs, and our misfortunes, had hitherto been principally owing. Every neceſſary ſtep was taken to open the campaign the moment the froſt broke up; and although the operations intended were of an immenſe extent, and at a prodigious diſtance one from the other, yet ſo judiciouſly was every thing concerted, that the ſucceſs of any of the ſchemes would greatly aſſiſt and forward the operations of the reſt. Four grand expeditions were determined upon. The firſt we ſhall mention, is the attack of the French fort near the Falls of Niagara.

This fort entirely commands the communication between the lakes Erie and Ontario; the reduction of which was entruſted to Brigadier-General Prideaux, an officer of very great reputation. From the known importance of this poſt, it was conjectured, that the enemy would draw a very conſiderable force from their forts and ſettlements upon the interior lakes. To hinder this, another expedition was planned from the ſouthward; of which hereafter. General Prideaux, ſhould he prove ſucceſsful againſt Fort Niagara, had orders, after its reduction, from France during the war, this was by far the moſt beneficial to Great Britain.

The Commodore, being reinforced by the Raiſonable and Naſſau men of war, of ſixty-four guns each, left Prince Rupert's bay, and came to Baſſe-Terre road.

General Barrington at this time made the tour of the iſland, in order to put it in a proper ſtate of defence, and ſettle the adminiſtration of juſtice. He appointed Brigadier-General Crump Governor; and Lieutenant-Colonel Melvill, Lieutenant-Governor of the iſland. The fourth, ſixty-third, and ſixty-fifth regiments, with a company of artillery, he left as a garriſon. The ſecond battalion of Royal Highlanders, and what men could be ſpared from the other three regiments, he ſent to New York, to reinforce General Amherſt; and, on the 25th of June, the General having with him the third, ſixty-firſt, and ſixty-fourth regiments, ſailed for England under convoy of the Roebuck man of war.

M. du Bompart having ſailed from Martinico with his ſquadron, the Commodore ſent out ſome cruizers to gain intelligence of his motions. The Rippon having been ordered to look into the Grenades, found him at anchor in a bay of that iſland, with ſeven ſail of the line. Captain Jekyl immediately returned, and acquainted Commodore Moore of this; who diſpatched a frigate to ſee if M. du Bompart ſtill continued there; when it was found, that he had returned to Martinico as ſoon as the Rippon had gone out of ſight.

The great ſuperiority of our ſquadron prevented that of the French from doing any very material miſchief to our colonies; and, after the ſurrender of Guadaloupe, the ſucceſs of their privateers was conſiderably checked. The Commodore, with the large ſhips of his ſquadron, were employed, from the 27th of June to the 22d of July, in ſailing to all our iſlands, and in collecting the merchant ſhips deſtined for England. Having come into the road of Baſſe-Terre, in the iſland of St Chriſtopher's, he delivered the charge of the trading ſhips to Captain Hughes of the Norfolk, who, on the 26th of the ſame month, ſailed with them for England, eſcorted by the

Norfolk, St George, Cambridge, Burford, Panther, Rippon, Briſtol and Wincheſter, the Speedwell ſloop, and the Grenada, Infernal, and King's Fiſher bomb-ketches. This rich fleet, conſiſting of upwards of three hundred ſail, arrived ſafe in England the end of September.

The Commodore now hoiſted his pendant on board the Buckingham, and turned his thoughts towards looking after the enemy's privateers, and the diſtreſſing of their trade.

Captain Varlo, of the Antigua ſloop of war, during the ſiege, ſunk two French ſchooners, and took a third laden with arms and ammunition for Guadaloupe. He likewiſe took and deſtroyed a conſiderable number of the enemy's ſmall privateers and trading veſſels.

Captain Collingwood, of the Creſcent, being on a cruize on the 13th of Auguſt, fell in with, off St Chriſtopher's, the Amethyſt of thirty-two guns, and the Berkely of twenty guns, having under their convoy, nineteen trading veſſels from Martinico for St Euſtatia, laden with ſugars (five of which were afterwards taken). He immediately attacked the largeſt; but the enemy being to windward of him, he could not bring on a cloſe engagement; and his maſts and rigging, (at which the enemy principally aimed) being greatly damaged, he was obliged to ly-to, to repair them. This opportunity the Amethyſt took to eſcape, which the Berkely was likewiſe endeavouring to do, when Captain Collingwood got along-ſide of her, and, after a ſhort action, he compelled her to ſtrike.

The Hampſhire took two privateer ſloops.

The Griffin, Captain Taylor, being on a cruize, took a French veſſel off St Pierre in Martinico, and chaſed two privateers aſhore near to Roſeau in Dominica; and being joined by an Antigua privateer, and learning that there was a French ſnow, laden with coffee, at anchor under the cannon of Roſeau, with an Engliſh ſchooner laden with fiſh, juſt taken by a French privateer, he ſent his boats thither, manned and armed, who cut out a ſloop. He then went in himſelf, and demanded the ſnow and ſchooner of the Governor; which being refuſed him, he cauſed the veſſels to be boarded, and de-

" 1ſt of this month, between their Excellencies the Honourable General Barrington, and John Moore, Eſq; and the inhabitants of Guadaloupe, agreeable to the 22d article of ſaid capitulation.

" Done at the head quarters, in the Capes-Terre, Guadaloupe, May 2d 1759.

" DUHAZEIS.
" GAIYBETON."

Scarce was this important tranſaction finiſhed, when an account was received, that M. du Bompart, with his ſquadron from Martinico, (See Note 138.), having on board ſix hundred regular troops, two thouſand volunteers, and a quantity of arms and ammunition, had appeared off St Anne, and there landed a battalion of Swiſs, (near fifty of which deſerted to us the night they remained on ſhore). On being informed that the iſland had ſurrendered a few days before, he re-embarked the troops, and returned to Martinico. Had this reinforcement arrived a week ſooner, the conqueſt of Guadaloupe had been found impracticable, as the ſtrength which M. du Bompart had with him, was nearly equal to our whole army. The Hampſhire man of war, on her way from England to join the ſquadron, having got ſight of the French fleet, Captain Norbury immediately proceeded to Prince Rupert's bay with this intelligence to the Commodore, who inſtantly gave orders for the ſquadron to be ready to ſail; and, at half paſt nine the ſame evening, he put to ſea in queſt of the enemy. (See Note 138).

Commodore Moore continued to keep turning to the windward, between the iſlands of Dominica and Marigalante, the whole time he was out, in hope of intercepting M. du Bompart on his return to Martinico. He brought-to every day at noon, by which the ſquadron fell to leeward as much in the day as it had gained in the night to windward; but having, on the 6th, received certain intelligence of M. du Bompart's return to Fort Royal bay, he returned to his old ſtation in Prince Rupert's bay, in the iſland of Dominica.

General Barrington ſummoned the iſlands of Marig[illegible], les Saintes, Deſeada, and Petite-Terre, to ſurrender on the ſame terms as Guadaloupe had done. They all ſubmitted, except the former; on which, a body of troops, conſiſting of near twelve hundred men, were ſent againſt it, under the command of Brigadier-General Crump, eſcorted by the Berwick, Briſtol, and Ludlow Caſtle men of war, and two bomb-ketches from Prince Rupert's bay, to favour the deſcent. On the arrival of this force, the Governor and inhabitants thought fit to ſubmit.

Thus, after an invaſion of more than three months, theſe important colonies were torn from France, and added to the Britiſh dominions. The ſucceſs which attended this expedition, was much more than could have been reaſonably expected, as the army was by far the greateſt part of the time deprived of the aſſiſtance of the fleet to aſſiſt its operations. The difficulties they met with, and the dangers they overcame, were very great; but, by their diſcipline and perſeverance, they forgot the intolerable heat of the ſun, the great fatigues in croſſing mountains and rivers, in aſcending precipices, and in puſhing through moraſſes; which they did with amazing alacrity, the whole country being a natural fortification. The French had, for political reaſons, kept the world in general, entire ſtrangers to the value of this colony. It is not, therefore, to be wondered at, that the people of England did not receive the news of this valuable acquiſition in the way that it deſerved, as their thoughts were entirely bent on the conqueſt of Martinico, which they imagined a place of much greater conſequence. To every perſon intelligent in the Weſt India commerce, however, Guadaloupe was known to be a place greatly ſuperior in value to Martinico; but this laſt being the reſidence of the French Captain General, and as all ſhips loaded with the produce of Guadaloupe, before they ſailed for Europe, were obliged to clear out at St Pierre's in Martinico, it was therefore concluded by moſt people, that their cargoes were really the produce of that iſland. Thus they remained ignorant of the importance of the largeſt and beſt ſugar iſland in this part of the Weſt Indies; and we riſk nothing in affirming, that, of all the conqueſts made

from

duction, to leave a ſufficient garriſon in it; to embark the reſt of his forces without delay, and to proceed acroſs lake Ontario, enter the river St Lawrence, fall down with the ſtream, and attack the French poſt on Iſle Royal, about four leagues below Galette; from whence there was no obſtruction to the city of Montreal.

The ſecond expedition was to proceed from Philadelphia, under the command of Brigadier-General Stanwix. The object of its operations was againſt the French forts and ſettlements upon the banks of the lake Erie, as it was preſumed they would be conſiderably weakened by the force collected from thence, to oppoſe the operations of Brigadier-General Prideaux. This conjecture was abundantly juſtified by the event; as the ſucceſs of General Stanwix's operations exceeded the moſt ſanguine expectations.

The third expedition was to be commanded by Major-General Amherſt, lately appointed Commander in Chief of the Land Forces in North America, and was deſtined againſt Ticonderago and Crown Point. From the very great force allotted for the reduction of thoſe places, it was hoped, that he would eaſily become maſter of them early in the campaign; and that afterwards he might obtain ſuch a naval force as would enable him to croſs lake Champlain, and either form a junction with the army under General Wolfe before Quebec, or, by forcing his way to Montreal, make ſuch a powerful diverſion in his favour, as would greatly facilitate his operations.

The fourth expedition, and we may truly ſay the moſt important of them all, was deſigned againſt Quebec; the command of which was conferred on Major-General Wolfe, who had rendered himſelf ſo very conſpicuous by his gallant behaviour at the ſiege of Louiſburg, the year before. He was to be aſſiſted by a powerful fleet, under the command of Vice-Admiral Saunders. He had only ten regiments aſſigned him for the performance of this ſervice.

The firſt, third, and fourth of the expeditions we have now mentioned, fall within the plan of this work; and we ſhall endeavour to afford the reader a very ample account of them.

But as they did not all fully anſwer the expectations formed of them, by their commanders not ſeconding the operations of ſuch as they were intended to ſupport, we ſhall only obſerve, that in conjunct operations, ſuch as we are going to deſcribe, there often occur ſo many difficulties and embarraſſments in their execution, that it is frequently beyond the power of a perſon poſſeſſing the greateſt foreſight, to contrive ſufficient means to remedy them. Where theſe difficulties are occaſioned by neglect, it would be improper to conceal them, ſince making them known, is the only ſure method by which they may be avoided in future. Thus, the neglect of ſending a proper quantity of ammunition, had nearly rendered the expedition againſt Niagara abortive; and from that neglect, the ſecond part of its intended operations could not be followed up. The want of a corps of ſhip-carpenters, whereby the army under General Amherſt was ſo long detained at Crown Point before he could croſs lake Champlain, were heavy clogs on the expedition againſt Quebec; as the want of the co-operations of theſe two armies, in the latter part of their reſpective plans, left the immortal Wolfe to ſtruggle, unaſſiſted, againſt a force of more than double his numbers; but which he overcame, merely owing to his ſuperior genius, and the reſources which he poſſeſſed within himſelf. The troops employed in the ſeveral expeditions, exceeded thirty thouſand men.

## THE EXPEDITION AGAINST FORT NIAGARA. (See Note 14c.)

THE command of this expedition was entruſted to Brigadier-General Prideaux, an officer of merit and abilities. The army might amount to near five thouſand men, of which about one-half were provincial troops. The fatigues which they had to encounter, in the firſt part of their route, were beyond deſcription great. They ſet out from Schenectady, on the Mohawk river, upon which ſtream they rowed, until they came to the great carrying place between it and Wood Creek. The tranſporting of the ſtores, proviſions, cannon, and ammuni-

tion

trary winds might have prevented them being conveyed acroſs the lake. This, however, does not juſtify the neglect at firſt; for, even the ſtores they ſent acroſs the lake with the troops, do not appear to have been adequate to the attack of Fort Niagara, far leſs for enabling them to proceed afterwards, as was intended, to attack the fort at La Galette. Sir William Johnſon, immediately on the death of General Prideaux, diſpatched an expreſs to the Commander in Chief, to inform him of this melancholy event. In conſequence of this, Brigadier-General Gage was ordered to ſet out immediately for Oſwego, and from thence to proceed to Niagara, and take upon him the command of the army there. Sir William, after leaving a ſufficient garriſon in the fort, embarked the army, and returned to Oſwego; where he found General Gage, to whom he delivered up the command. General Amherſt had ordered a reinforcement of troops to this poſt; but whether it was owing to the army not being properly provided for a ſiege, or that the ſeaſon was too far advanced, General Gage did not think proper to enter the river St Lawrence, but employed what remained of the campaign, in completing the fort here. Some ſhip carpenters being ſent to this place, two large veſſels were ordered to be built here under the direction of Captain Loring of the Navy, in order that we might be maſters of the navigation on Lake Ontario, and the river St Lawrence, as far as Montreal.

## THE EXPEDITION AGAINST TICONDERAGO, AND CROWN POINT.

(See Note 141.)

General Amherſt, now appointed Commander in Chief of his Majeſty's forces in North America, was to conduct the enterprize againſt Ticonderago and Crown Point; and, from the large army allotted for this enterprize, it was hoped he would be able, early in the campaign, to drive the enemy from all the poſts they occupied on the Lakes George and Champlain, and the river Sorell; and then, by means of that river, to enter the province of Canada, and to make a junction with the army under Major-General Wolfe, before Quebec.

Very early in the Spring, General Amherſt repaired to Albany, in order to prepare and haſten every meaſure for taking the field, and for acting with vigour. The enemy had been extremely active in getting a naval force on Lake Champlain: no ſteps, therefore, ought to have been omitted, to enable us to obtain a ſuperiority over them in this particular, with the utmoſt diſpatch. It was well known, that all the principal ſea-ports of New-England abounded with ſhip-carpenters, as the building of ſhips for ſale then conſtituted a chief branch of their commerce. It is therefore to be lamented, that ſome hundreds of them had not been collected to join General Amherſt's army, when he became maſter of Ticonderago. The adopting of ſuch a meaſure, could eaſily have been juſtified, as it would, in all probability, have proved the means of ſaving the expence of another campaign for the final reduction of Canada, by equipping, in due time for acting, ſuch a naval force was would have made General Amherſt maſter of the navigation of Lake Champlain, very ſoon after the enemy retreated from Crown Point. Another material ſervice might have been effected by them; namely, the having all the batteaux in complete order, to tranſport the army and artillery acroſs Lake George, while the General was building a fort at the end of the Lake. This would have ſaved much time, together with ſome pieces of ordnance, which were ſunk in the leaky batteaux. As the troops arrived, General Amherſt puſhed them forward to the poſts eſtabliſhed on the Hudſon's river, above Albany; and about the 1ſt of June, he aſſembled his army at Fort Edward, taking every precaution to prevent a ſurprize, or the enemy's obtaining information of his ſtrength or deſigns. While encamped here, a ſpirit of deſertion becoming too prevalent among the troops, the General was neceſſitated to make an example, in order to put a ſtop to it. Two deſerters who were taken, were tried by a Court-martial, and ſentenced to be ſhot. He approved of this ſentence, and it had the effect he deſired.

The horrid barbarities committed by the French, and the Indians ing a cohorn as he came oppoſite to him, the ſhell burſt immediately, a piece of which ſtruck the General on the head, and killed him on the ſpot.

Colonel Johnſon, of the Provincials, having likewiſe been killed, the command devolved upon Sir William Johnſon, Baronet, who reſolved to purſue the ſame wiſe plan that his predeceſſor had done. Some of his Indians brought him advice of the enemy's approach to raiſe the ſiege. In the evening of the 23d of July, they arrived within ſight of the fortified poſt, in the rear of our camp, and which had then only two hundred men in it. This corps the enemy had reckoned on overpowering, and then penetrating into the camp. But after dark, Sir William reinforced this poſt with five hundred men; and ſo diſpoſed his little army (after properly guarding his trenches) on the right and left of this poſt, as to give the enemy a reception they did not expect.

Early in the morning of the 24th, the enemy made their appearance. And the Indians of our army advanced to ſpeak with the Indians in the French army; but the latter declining the conference, the former gave the war-hoop, and the action commenced. The French advanced with great briſkneſs, but were preſently checked, by the vigorous fire of our troops. The Indians in the army (who had hitherto ſtood ſpectators of the conteſt) got on the enemy's flanks; and the troops advancing with incredible fury, gave the enemy ſo briſk a charge with their bayonets, that they every where gave way, and fled. It was then that the Indians diſplayed their talents and courage. The purſuit was long and bloody. The few that eſcaped, owed their preſervation to the thickneſs of the woods. Many were killed in the battle, and a conſiderable number made priſoners, among whom were M. d'Aubrey, the firſt, and M. de Lignery, the ſecond in command; the latter, with ſeveral others, being wounded.

It being known, that the garriſon entirely relied upon this army for relief; as ſoon, therefore, as the troops returned from the purſuit, Sir William ſent a ſummons by the honourable Captain Hervey, to the commanding officer of the fort, to ſurrender.

The Captain had directions to let the Governor know the fate of their army, and that they had now no hopes of relief left. M. Pouchot could not credit the diſcomfiture of their friends; but, to be certain of it, he ſent an officer back with Captain Hervey, to ſee the priſoners whom we had reported to be in our poſſeſſion. They confirmed the account we had given the Governor of their diſaſter; who, having now no proſpect of relief, and our approaches drawing very near the fort, entered upon terms: and the capitulation, by which he and his garriſon were allowed to march out with the honours of war, and afterwards to be made priſoners, were ſigned next day, (See Note 140.), and poſſeſſion taken of the place.

It was fortunate the fort ſurrendered when it did; for had the enemy perſevered in their defence, we muſt either have tried to carry the place by aſſault, or have raiſed the ſiege, and recroſſed the lake. In the latter caſe, nothing but a favourable wind could have preſerved the army from ſtarving, as their proviſions were almoſt expended, and they had only a few rounds of cannon-ſhot, and very little powder, left. The garriſon was fully adequate to the defence of the place. To have ſtormed it, would have coſt a great number of lives, and would have been a meaſure that nothing but the deſperate ſituation the army was then in, could have juſtified. The garriſon, amounting to ſix hundred and ſeven men, excluſive of officers, next day marched to the ſide of the lake, with all the honours of war; there laid down their arms; and then embarked on board of veſſels, agreeable to the terms of capitulation. The French ladies and women belonging to the garriſon, were, at their own requeſt, ſent to Montreal.

In the fort were found forty-eight pieces of cannon of different calibers, and two mortars, with great ſtore of ammunition and proviſions. General Prideaux, and Colonel Johnſon, were the only officers killed; and the loſs of private men was very inconſiderable. How it happened that this armament was ſo poorly equipped at firſt, in ſuch very material articles as ammunition and proviſions, has never been cleared up. Perhaps a further ſupply was intended to have followed them; and contrary tion, to the creek, was a moſt laborious piece of work; and could only be equalled by what they had to perform after they entered Wood Creek; as General Webb, when the French had taken Oſwego, in 1756, apprehenſive leſt the enemy might penetrate to Albany by means of this navigation, had cauſed it to be choaked up with logs and felled trees, in order to prevent their approach. Theſe obſtructions General Prideaux had to remove, before he could reach Oſwego. When Wood Creek was cleared, the troops embarked, fell down that ſtream, croſſed Oneida Lake and rowed down the river Onondago, till within a few miles of its entrance into lake Ontario, when ſome falls obliged the army to diſembark, and tranſport their cannon, ſtores, and batteaux, to Oſwego, by the carrying place.

General Prideaux and his army left Shenectady the 20th of May; but it was the 1ſt of July before he ſailed from Oſwego; at which place he left Colonel Haldimand, with three hundred and fifty regulars, a battalion of Provincials, and ſome Indians; making in all about a thouſand men. The Colonel had orders to rebuild the fort which the enemy had deſtroyed in 1756; and, in the mean time, to raiſe works to ſecure his party from any attempt which might be made to diſlodge them.

Colonel Haldimand intrenched his detachment in as ſecure a manner as poſſible. Scarely had he finiſhed this neceſſary work, when he was attacked by a very large force of Canadians and Indians, under M. Luc le Corne, aided by the Abbe Piquet, who had hopes to butcher the whole of this detachment, according to their cuſtom of making war. After repeated attacks, however, M. le Corne, and his pious friend, were repulſed with very conſiderable loſs, and obliged to retire. Of the two French veſſels which eſcorted this ſcalping-party acroſs the lake, one of them run aground, and the other ſprung a leak, and ſunk; ſo that they were both loſt to the enemy. Even this diſaſter was of no ſmall advantage to us in the next campaign, as by it the enemy loſt a decided ſuperiority on lake Ontario. The repulſing of M. le Corne had ſome very beneficial conſequences. It prevented the enemy from making an inroad on the back ſettlements under that merciless ravager, and preſerved the communication with lake Ontario and General Prideaux's army.

To return to General Prideaux, and his operations. The General with his army croſſed lake Ontario, without any accident; and on the 6th of July, arrived at Niagara, where they landed about ſix miles eaſtward of the fort, and which, being ſituated on a narrow peninſula, he ſoon completely inveſted. This done, he inſtantly ſet about fortifying the rear of his encampment, to prevent a ſurprize. He made a communication between the landing place and the river; carried on his approaches to the fort; and erected batteries with all poſſible diſpatch, to ruin the defences of the place: but it was the 15th of July before they were opened.

The enemy ſeemed very ſenſible of the importance of Fort Niagara. They had there placed a ſtrong garriſon, well ſupplied in every reſpect, under a good and a determined officer. But, not truſting to that alone, they drew all the troops they could ſpare from Detroit, Preſque-iſle, Venango, and Le Bœuf. This army was ordered to aſſemble at the Rapids, on the eaſt ſide of Lake Erie, under M. Aubrey, and to march to the relief of Niagara. They were to be accompanied by a large body of Indians; and their deſign was to attack the beſieging army in the rear, whilſt the beſieged ſhould at the ſame time make a ſtrong ſortie, and attack the army in front. But the meaſures purſued by General Prideaux fruſtrated the whole of this plan. Obtaining intelligence of their deſign, he eſtabliſhed a ſtrong poſt in the rear, and ſomewhat to the left of his camp, upon the only road by which the enemy could attack him; while he guarded his trenches in ſo effectual a manner, that the enemy would have found it extremely difficult to force them. Unfortunately this brave man did not live to reap the fruits of his labours: he was killed in the trenches on the evening of the 19th of July, as he was giving directions for carrying on the works. This melancholy accident happened by the careleſsneſs of a gunner, who, not obſerving him, and firing dians who ſided with them, will for ever remain an indelible ſtain upon the character of M de Montcalm, who not only countenanced thoſe bloody and ſhameful outrages, but even encouraged them by rewards. A continuance of them, produced the following order from General Amherſt: "No ſcouting "party, or others in the army, are to ſcalp women or children "belonging to the enemy: they are, if poſſible, to take them "priſoners: but not to injure them on any account: the Gene-"ral being determined, ſhould the enemy continue to murder "women and children, who are ſubjects of the King of Great "Britain, to revenge it by the death of two men of the enemy, "for every woman and child murdered by them." That the enemy might not pretend ignorance of his reſolutions on this head, he ſent an officer with a flag of truce, to M. de Bourlemaque, the commanding officer at Ticonderago, with a copy of the above order. On the 11ſt of June, the army marched from Fort Edward, and, in the evening, reached the banks of Lake George, and there encamped. General Amherſt gave orders for the immediate erection of a fort there, to be called Fort George, as a proper place at which to form a magazine; and to leave in it ſuch ſtores as were not immediately wanted by the army. He likewiſe gave directions to Captain Loring of the navy, to weigh the Halifax ſloop which had been ſunk laſt year; ordering, at the ſame time, Major Ord of the artillery, to ſuperintend the building of a large raft, or radeau, to carry ſome heavy artillery. The General was much retarded in all his operations, owing to bad roads. When the ſloop was weighed up, Captain Loring was ordered to ſee all the whale-boats and craft neceſſary for tranſporting the army acroſs the Lake, put in proper order: from the abilities, activity and bravery which in general characteriſe the officers of the Britiſh Navy in the diſcharge of any important truſt committed to their care, General Amherſt conceived hopes, that Captain Loring, conſidering how much the ſucceſs of the enterprize depended on a proper execution of the ſervice entruſted to him, would have exerted himſelf on the preſent emergency: but in this, as well as other inſtances, he greatly diſappointed the General. On the 16th of

July, the radeau, conſtructed to carry nine twelve pounders, was launched, and named the Invincible. Every thing having been reported complete, on the 21ſt of July, General Amherſt embarked the army; but in ſuch bad condition were many of the boats, that the men and ſtores were obliged to be relanded. When other boats were obtained, they once more embarked. One of theſe batteaux, having one hundred barrels of gun-powder on board, ſunk immediately, as did likewiſe a raft with two ten-inch mortars. Theſe the General did not at preſent attempt to weigh, that his operations might be no longer retarded. The army, amounting to near twelve thouſand men, was ranged in four columns, led by Brigadier-General Gage, Colonels Haviland, Schuyler, and Lyman.

The General embarked on board the Invincible radeau, from whence all ſignals were to be made. The Halifax ſloop was ordered to cruize in the rear of the whole. The vanguard, conſiſting of Gage's light infantry, preceded the army; and in the front of the vanguard, was a flat-bottomed boat, in which was a three-pounder mounted. The army proceeded down the Lake, the men uſing their blankets by way of ſails, when the wind favoured. About ten o'clock, the army reached the firſt Narrows, when the General made the ſignal to halt, in order to put the different columns in order; which being done, the army proceeded down the Lake. A little before dark, the weather growing hazy, the General made the ſignal to bring-to. As ſoon as it was clear day-light on the morning of the 22d, the ſignal was made to proceed; and, in a few hours, the army reached the ſecond Narrows. The General then making the ſignal to land, the troops immediately puſhed for the ſhore, and effected a landing in the greateſt order, near the ſpot where General Abercrombie landed with his army laſt campaign.

The General, after leaving a proper guard to protect the boats, ſtores, &c., put the army in motion towards Ticonderago; and our vanguard ſoon fell in with the advanced poſt of the enemy, conſiſting of four hundred regulars and Indians, whom they routed in a moment, the Indians not waiting for a ſecond fire. The ground they occupied was near the Sawmills, about two miles from the fort; and was ſo very ſtrong by nature, that had the enemy behaved with common reſolution, they might have maintained their poſt until the cannon had been brought up to diſlodge them. Here the General eſtabliſhed a poſt to preſerve his communication with the boats; and puſhed on with the army towards the enemy's works.

The French had thrown up very ſtrong intrenchments on the only ſide by which the fort could be approached; and as they had aſſembled a very ſtrong force here, the General determined to proceed with the greateſt caution in the attack. The artillery was ordered to be brought forward with the utmoſt diſpatch; but, the roads having been in a great meaſure deſtroyed by the enemy, it arrived very ſlowly. M. Bourlemaque perceiving the manner in which General Amherſt was proceeding, and knowing his lines could not hold out againſt a formidable artillery, and regular approaches; he, on the 23d, abandoned his intrenchments, and retired within the fort. Soon after, he embarked for Crown Point, leaving a detachment of four hundred men to defend the fort. The intrenchments being immediately taken poſſeſſion of by the grenadiers of the army, the enemy kept up a warm fire on them from the fort, with little effect. Every neceſſary ſtep was taken to haſten the reduction of the place.

On the 25th, the Honourable Lieutenant-Colonel Roger Townſhend, was unfortunately killed in the intrenchments; and next day the enemy blew up the fort, and retired with the garriſon to Crown Point. The General ſent ſome boats in purſuit of the fugitives, who came up with a few batteaux laden with powder, which they took, and made ſixteen men priſoners. The fort was conſiderably damaged by the exploſion, yet not ſo much ſo, but that the General thought proper to cauſe it to be repaired. The loſs in making this conqueſt, was only one Lieutenant-Colonel, one Lieutenant, and fifteen private men killed; and about fifty rank and file wounded.

Every exertion was now made to get the batteaux and whaleboats into Lake Champlain, which was a moſt laborious piece of work; and, while the army were ſo employed, the General having received the melancholy accounts of the death of General Prideaux before fort Niagara, immediately ordered Brigadier General Gage, to ſet out for that place by way of Oſwego, and take on him the command of the troops there. On the 1ſt of Auguſt, the General received certain intelligence, that the enemy had abandoned their poſt at Crown Point, and had retired down Lake Champlain to the Iſle aux Noix. A detachment was therefore immediately ſent to take poſſeſſion of their lines; and the General, with the bulk of the army, arrived there on the 4th. A new fort was here traced out by Colonel Eyre, and the building of it was ſet about directly.

But an object of greater importance attracted the General's attention, which was, to obtain, if poſſible, a ſuperior naval force to the enemy on Lake Champlain. Captain Loring was ordered to build a brigantine of ſixteen guns at Ticonderago; but, information being received, that the enemy had increaſed their naval force on the Lake, the General ſent for Captain Loring to Crown Point, on the 17th of Auguſt, and laid before him a ſtate of that force. It was then agreed to ſet about building a radeau, to carry ſix twenty-four pounders; but the General learning, that the enemy had launched a ſloop to carry ſixteen guns, he again ſent for Captain Loring on the 1ſt of September, when it was agreed to build a ſecond veſſel with all poſſible diſpatch. All theſe difficulties might have been obviated, if, at the opening of the campaign, a body of carpenters had been aſſembled in proper time, as then very little delay could have enſued to the army in waiting till the veſſels were ready to proceed down the Lake. On the 19th, the General received a letter of the 11th from General Gage, acquainting him, that from various difficulties which had ariſen, he found it utterly impracticable to proceed down the river St Lawrence againſt Iſle Royale, near La Galette. On the 11th of October, the brigantine, mounting eighteen guns and twenty ſwivels, and the ſloop, mounting ſixteen guns, arrived at Crown Point.

The troops embarked, and, about four in the afternoon, ſet ſail down the Lake in four diviſions. On the 12th, ſome guns were heard early in the morning, which aroſe from a part of the 42d regiment having followed the light of the brigantine inſtead of the radeau, where the General was; and in the morning, they fell in with the enemy's veſſels, who fired at them; but they were lucky enough to make their eſcape, except one boat, in which was a Lieutenant and twenty men. Towards evening, the wind increaſed very much, which obliged the General to order the batteaux into a commodious bay on the weſtern ſhore for ſhelter: here the troops landed, and boiled their kettles. On the 13th, the wind blew ſo high and contrary, that the army could not proceed. On the 14th, the General received letters from Captain Loring, and from his Aid-de-camp Captain Abercrombie, whom he had ſent to aſſiſt the former in finding the enemy's veſſels. By theſe letters, the General learned, that,-on the morning of the 12th, being then about forty-five miles down the Lake, they ſaw a ſchooner belonging to the enemy, and, in giving chaſe to her, unluckily both the Britiſh veſſels run aground, by which the ſchooner eſcaped. The Britiſh veſſels were got off again; and ſoon after, perceiving three of the enemy's ſloops which had paſſed in the night between them and the army, they gave chaſe, forced them into the bay on the weſtern ſhore, and came to an anchor off the entrance, in ſuch a manner, as to prevent the enemy from eſcaping. The day following, Captain Loring ſent two whale boats farther into the bay in ſearch of the ſloops, who diſcovered, that the enemy had abandoned and ſunk two of them in five fathom water; and the third, they had run aground. The Commander of the Britiſh ſloop was then ordered to try to ſave the ſtranded veſſel, and Captain Loring was ordered to proceed down the lake, in hopes of getting between the ſchooner and the Iſle aux Noix, and of intercepting her.

On the 18th, the wind changing, the army proceeded on its voyage, and reached the bay, where the French ſloops were ſunk. The ſtranded veſſel having been got off, and ready to ſail, the General put two hundred men on board of the three Britiſh veſſels, to enable Captain Loring to find the enemy's ſchooner. The froſt had been very intenſe every night for ſome time paſt, and the rough blowing northerly wind returning

ing on the 19th, the General found it was vain to contend any longer againſt theſe elements: as, before he could reach the Iſle aux Noix, the ſeaſon would be ſo far advanced, that he could entertain but little hopes of ſucceſs. He therefore returned to Crown Point, and gave orders for completing the forts there, and at Ticonderago, and for the troops to go into winter quarters. Thus, from various accidents, was the brave Wolfe left with his little army to fight his way, unſupported by either of the two other armies, through innumerable difficulties and dangers, and from which alone they were extricated by the extraordinary ſkill and prudence of their General.

As we have already mentioned that the fourth and moſt important expedition in this campaign, was the one deſtined againſt Quebec, (See Note 142.) we will now proceed to give a full account of that moſt glorious conqueſt. The Miniſter, ever actuated by a regard for the public, and ſufficiently aware of the importance of the enterprize, reſolved to ſelect a General to conduct it, on whoſe abilities he could depend. The fame which Brigadier-General James Wolfe had acquired at the ſiege of Louiſburg, pointed him out to the Secretary of State as a proper perſon on whom to beſtow the command of the land-forces deſtined for this ſervice. In this ſelection, Mr Pitt regarded merit alone, as the General was not indebted either to family or connections who could aid him in the attainment of ſuch an honour. But the Miniſter clearly perceived the great profeſſional knowledge of eneral Wolfe; and that, from the immenſe reſources which he obſerved him to poſſeſs, he was every way equal to the great truſt repoſed in him. And it muſt be owned that the Miniſter was not deceived; as, in his line, few have equalled him in the Britiſh ſervice, and none have ſurpaſſed him. General Wolfe was too much maſter of his profeſſion not to ſee clearly, that the forces allotted for the ſervice he was going upon, were by no means equal to the many arduous taſks he would neceſſarily have to perform. He embarked, however, with cheerfulneſs; the Miniſter aſſuring him, that the expedition under General Prideaux would make a powerful diverſion in his favour on

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the ſide of Montreal; and from the very great force which the Commander in chief had reſerved to act under himſelf, it was not to be doubted, but that he would have it in his power to co-operate with him, by the time he could be able to lay ſiege to Quebec.

He had under him Brigadier-Generals Monckton, Townſhend, and Murray, all of noble families, and who ſeconded General Wolfe in all his operations, with great judgment, courage, and conduct. General Wolfe made choice of the Staff-Officers that were to act under him; and in this, he ſhewed great diſcernment. All of them fully anſwered his expectations on this arduous enterprize, which proved the means of pointing out ſome noble officers, who have ſince rendered great and important ſervices to their country. (See Note 142.) The troops allotted for this ſervice, conſiſted of ten battalions of infantry, three companies of grenadiers, and ſome companies of artillery and rangers, making in all, about nine thouſand two hundred men.

The command of the fleet, by far the moſt conſiderable part of the force deſtined againſt Quebec, was entruſted to Vice-Admiral Saunders, having under him Rear-Admirals Durell and Holmes. The fleet conſiſted of twenty ſail of the line, (See Note 142.) and near as many frigates, beſides ſloops, bomb-ketches, fire ſhips, and armed veſſels. Rear-Admiral Durell, who commanded his Majeſty's ſhips in North America, having wintered his ſquadron at Halifax in Nova Scotia; the moment the ſeaſon would permit, entered the river St Lawrence, in order to intercept any ſupplies coming for the city of Quebec. He took ſeveral ſtore-ſhips; but, ſome days before he got into the river, a fleet of ſeventeen ſail, with ſtores, having ſome few troops on board, reached Quebec. He got as far up, by the 23d of May, as the Iſle de Bec. On his arrival in the river, he hoiſted French colours; and as the inhabitants had been made to believe they might rely on a fleet from France in the ſpring, a number of pilots went on board, where they were detained by the Admiral's order, and afterwards proved of very great ſervice in navigating the fleet under

Vice-Admiral Saunders up the river. Rear-Admiral Holmes was diſpatched early in the year from England to Halifax, to haſten matters as much as poſſible; and on the 17th of February, Vice-Admiral Saunders, with General Wolfe, ſailed from Spithead for Louiſburg, which was appointed the general rendezvous for the fleet and troops. On his arrival however off that port, he found it ſo choaked up with ice, that there was no poſſibility of entering it: he was therefore conſtrained to bear away with his fleet for Halifax.

The commanders of each department exerted themſelves in getting every thing ready for the expedition; and as ſoon as the tranſports arrived, the troops were embarked. General Wolfe iſſued ſuch clear and diſtinct orders to his army on this occaſion, as would have done honour to the moſt experienced commander. He ſeemed to have gained the hearts of his whole army, by whom he was ſo entirely beloved that they repoſed the greateſt confidence in him, and felt themſelves happy, even in the midſt of dangers, when he was near them. Every thing being now ready, the Vice-Admiral, with the men of war and tranſports, left Halifax and ſailed for Louiſburg; where they were joined by ſome regiments in garriſon there, and by others from the bay of Fundy. The fleet began to leave Louiſburg the 1ſt of June; but it was on the 6th before the whole was clear of that harbour. Admiral Saunders having iſſued the neceſſary orders to each ſhip, with ſignals, and arranged this immenſe fleet into proper diviſions, made ſail on the evening of the 6th for the gulph of St Lawrence. On the 23d of June, the whole fleet got up as far as the iſland of Coudre: here they found Rear-Admiral Durell and his fleet; who, from the time of his arrival, had prevented any ſupplies from reaching Quebec by means of the river. Having furniſhed the Vice-Admiral with a number of excellent pilots, his ſquadron was augmented with ſeveral large ſhips, and ordered to remain here, effectually to prevent the enemy from interrupting the ſiege on this ſide. Admiral Saunders now hoiſted his flag on board the Stirling Caſtle; and, having, with the remainder of the men of war, and the army, proceeded up the river, he, on the 26th of June, anchored in the gulph of St Lawrence, off the iſland of Orleans.

We ſhall now give an account of the diſpoſitions made by the enemy to repel ſo formidable an invaſion as at preſent threatened the capital of Canada. M. de Montcalm took every meaſure which an able and experienced General could, to defend his country, and to defeat the enterprize. Not truſting alone to the dangerous navigation of the river, with whoſe intricacies we were in a great meaſure unacquainted, to retard the approach of the fleet; all the buoys in the traverſe were ordered to be taken up; and whatever elſe could afford us aſſiſtance in the navigation of the river, was ordered to be deſtroyed. But that dangerous paſſage had been ſo well explored by Admiral Durell, that the whole fleet got through without any loſs. The inhabitants of the village of St Paul's, and St Joſeph, ſituated a little above the iſland of Coudre, were ſo very imprudent, as to fire at one of our ſounding boats, for which they paid dearly afterwards. From the time that Admiral Durell appeared in the river, the Marquis de Montcalm had repaired to Quebec, with ſix battalions of regular troops; a large body of ſavages, and had armed all the Canadians. As the whole north ſhore of the river St Lawrence, for many leagues above Quebec, to many leagues below it, is very bold, with few acceſſible places; he lined it with troops, and fortified thoſe places which nature had left unguarded, in ſuch a manner, as to all appearance rendered a deſcent at them impracticable. The main body of his army, amounting at leaſt to fourteen thouſand men, he encamped at Beauport near Quebec, in a moſt advantageous ſituation, and had thrown up very ſtrong works in its front, from the river St Charles, to the falls of Montmorenci. He armed two hulks with eight guns each, in the river St Charles, to defend a bridge of communication which he had thrown acroſs that river, between his camp and the town of Quebec; the extremities of which he had likewiſe ſecured by very ſtrong works.

The plan of the enemy's operations, was to act entirely upon the defenſive. M. de Vaudreuil was the Governor-General of the Province; and M. de Montcalm was Commander in Chief of the Land Forces. The former being a Captain in the navy, knew very little of military matters; between whom and M. de Montcalm there was not a thorough good underſtanding; conſequently they were ſeldom of the ſame opinion in council. The French General readily judged from whence our operations were likely to begin againſt the city of Quebec; and propoſed, in a Council of war, that a detachment of four thouſand men, with a proper train of artillery, ſhould be ſtrongly intrenched at Point Levi: and that other works ſhould be conſtructed higher up the country, at certain diſtances, for the troops to retire to, in caſe their works at the Point ſhould be forced. But M. de Vaudreuil over-ruled this moſt excellent plan, and, inſiſted, that though we might demoliſh ſome houſes in the city of Quebec with our ſhells, we could not bring our cannon to bear upon the city, acroſs the river, ſo as to injure the defences of the place: it was therefore his firm opinion, that it was their duty to ſtand upon the defenſive with their whole force on the north ſide of the baſon, and not to divide it on any account whatever. To this plan, M. de Montcalm was obliged to conform; and he made no detachments from his army, but ſuch as were abſolutely neceſſary from the different movements made by General Wolfe.

M. de Montcalm arranged his army into three grand diviſions. The right was commanded by Brigadier-General Baron de St Ours; the centre by Brigadier-General M. de Seneſergues; and the left by M. Herbin. The defence of the city of Quebec was entruſted to M. de Rameſay, the King's Lieutenant, with a garriſon of ſeven or eight hundred men[*]. In this poſition they waited our approach.

On the 27th of June, the whole army landed on the iſland of Orleans, near the church of St Lawrence, and encamped in one line, about a mile and a half from the ſhore. The General then went, with the chief engineer, under a proper eſcort, to the weſt end of the iſland, to reconnoitre the enemy's ſituation. He perceived them encamped and ſtrongly intrenched, their works being defended by a numerous artillery. Their right extended to the river St Charles, and their left towards the cataract of Montmorenci, with the village of Beauport in the centre of their camp, and that of Charlebourg in the rear of their right. In the afternoon of this day, a dreadful ſtorm of wind and rain came on, which did much damage to the tranſports and boats. Towards night, the weather became more moderate; when the Admiral was enabled to place his fleet in a proper manner, and to take every precaution to prevent it from being hurt by the enemy's fire-ſhips. To enable the ſeamen to undergo the neceſſary fatigues of the ſiege, the Vice-Admiral ordered a Lieutenant and one hundred ſeamen from each of the line-of-battle ſhips under Rear-Admiral Durell, and diſtributed them on board of the ſhips that were along with himſelf.

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[*] All their naval matters were under the direction of M. de Vauguelin.

On the 28th at midnight, the enemy ſent down ſeven fire-ſhips and two rafts, to deſtroy our fleet. As they drew near the Britiſh ſhips, the enemy fired ſuch cannon as they had on board, and ſet fire to the veſſels. Their appearance was very formidable; being in the proper channel for the fleet, and the tide driving them along. Our gallant ſeamen, however, grappled theſe infernal machines, and towed them clear of the fleet, ſome of them to the ſouth ſhore, and others to the weſt end of the iſland of Orleans, where they were ſoon conſumed.

The Vice-Admiral was deſirous to move ſome large ſhips and frigates into the baſon of Quebec: but, conjecturing that the enemy had a conſiderable force, with cannon and mortars on Point Levi, which might incommode him in this operation, he made General Wolfe acquainted with his ſuſpicions; who immediately ordered Brigadier-General Monckton, with his brigade, to embark on board of flat-bottomed boats, and to land near Point Levi; which he did in the night between the 29th and 30th. His light troops drove off ſome irregulars of the enemy; killed ſeven of their men, and made five priſoners. The Brigadier took poſt near Beaumont, where he intrenched himſelf; fixing to the door of a church, at ſome little diſtance, a tranſlation of a manifeſto, which Ge-

General Wolfe had publiſhed as ſoon as he landed on the iſland of Orleans (See Note 142.), that the enemy might know both what they had to hope, and what to fear.

General Monckton having called in his detached parties, marched from Beaumont to Point Levi, and there took poſt, but found no batteries or works. The enemy endeavoured to diſlodge General Monckton from this poſt; for which purpoſe, as ſoon as the tide ſerved, they ſent down from Quebec, on the morning of the 1ſt of July, three floating batteries, viz. one of two guns, the others of one gun each; with which they cannonaded the poſts occupied by the Britiſh troops for an hour and a half. In order to remove them, the Vice-Admiral ordered the Trent frigate, the moment the tide would admit of it, to work up and drive off the enemy. This ſervice Captain Lindſay performed with the greateſt alacrity, and compelled the gun-boats, after a few broadſides, to retreat. General Wolfe alſo croſſed the river with a reinforcement of troops and artillery; and a battery was immediately erected to prevent the like inſults in future. The Vice-Admiral alſo worked higher up with ſome of the large ſhips, placing frigates ahead of them.

Every night, a number of large boats, well manned, were moored a conſiderable way ahead of the frigates, with ſtrict orders to keep a ſharp look out, and to be ready to grapple any fire-ſhips or rafts the enemy might ſend down againſt the fleet. Colonel Carleton likewiſe took poſt at the weſt end of the iſland of Orleans, and erected works there for the defence of the hoſpital, ſtores, &c. The enemy ſeeing the ſhips approach ſo near, and fear that they might paſs the town in the night, and get into the upper river; they therefore ordered what ſhips they had (See Note 142.) to Batiſcan, a place about twenty leagues above Quebec; but kept the greateſt part of their crews to aſſiſt in working their artillery. General Wolfe, after having viewed the poſt at Point Levi, and its environs, marked out the ground whereon to erect batteries for cannonading Quebec acroſs the river. He next returned to the iſland of Orleans, where, having completed the works, he em-

embarked the army on the 9th of July; and, very early in the morning, made a deſcent on the north ſhore, below the falls of Montmorenci, under cover of the Porcupine ſloop, and Boſcawen armed ſhip.

That General Wolfe might be enabled to carry as many troops with him as poſſible, Admiral Saunders ordered all the marines of the ſquadron to be landed on the iſland of Orleans, under the command of Major Hardy, of the ſixty-ſecond regiment of foot, with orders to do duty there, and to occupy all the poſts that the General had eſtabliſhed. But a more clear and diſtinct account cannot be had of this part of the operations of the campaign, than that which is given by Mr Wolfe, in his letter of the 2d of September, to Mr Secretary Pitt. The military talents he here diſplayed, juſtly rank him among the firſt of his profeſſion; and his language is ſuch, as entitles him to no inconſiderable place in the republic of letters. For the reader's ſatisfaction, we here inſert a copy of it.

" *Head quarters at Monmorenci, in the river*
" *St Lawrence, September* 3d 1759.

" Sir,

" I wiſh I could, upon this occaſion, have the honour of " tranſmitting to you a more favourable account of the progreſs " of his Majeſty's arms; but the obſtacles we have met with in " the operations of the campaign, are much greater than we had " reaſon to expect, or could foreſee; not ſo much from the " number of the enemy, (though ſuperior to us), as from the " natural ſtrength of the country, which the Marquis de Mont- " calm ſeems wiſely to depend upon.

" When I learned that ſuccours of all kinds had been thrown " into Quebec; that five battalions of regular troops, complet- " ed from the beſt of the inhabitants of the country, ſome of " the troops of the colony, and every Canadian that was able to " bear arms, beſides ſeveral nations of ſavages, had taken the " field in a very advantageous ſituation; I could not flatter my- " ſelf that I ſhould be able to reduce the place. I ſought, how- " ever, an occaſion to attack their army, knowing, that with theſe troops, I was able to fight, and that a victory might diſperſe them.

“ We found them encamped along the ſhore of Beauport, from the river St Charles to the falls of Montmorenci; and intrenched in every acceſſible part. The 27th of June, we landed upon the Iſle of Orleans; but, receiving a meſſage from the Admiral, that there was reaſon to think that the enemy had artillery, and a force upon the Point of Levi, I detached Brigadier Monckton, with four battalions, to drive them from thence. He paſſed the 29th at night, and marched the next day to the Point; he obliged the enemy's irregulars to retire, and poſſeſſed himſelf of that poſt; the advanced parties upon this occaſion had two or three ſkirmiſhes with the Canadians and Indians, with little loſs on either ſide.

“ Colonel Carleton marched with a detachment to the weſtermoſt point of the Iſle of Orleans, from whence our operations were likely to begin.

“ It was abſolutely neceſſary to poſſeſs theſe two points, and fortify them, as, from either the one or the other the enemy might make it impoſſible for any ſhip to lie in the baſon of Quebec, or even within two miles of it.

“ Batteries of cannon and mortars were erected with great diſpatch on the Point of Levi, to bombard the town and magazines, and injure the works and batteries: the enemy perceiving theſe works in ſome forwardneſs, paſſed the river with ſixteen hundred men to attack and deſtroy them. Unluckily they fell into confuſion, fired upon one another, and went back again; by which we loſt an opportunity of defeating this large detachment. The effect of this artillery has been ſo great (though acroſs the river) that the upper town is conſiderably damaged, and the lower town entirely deſtroyed.

“ The works for the ſecurity of our hoſpitals and ſtores on the Iſle of Orleans being finiſhed, on the 9th of July, at night, we paſſed the north channel, and encamped near the enemy's left, the river Montmorenci between us. The next morning Captain Dank's company of rangers, poſted in a wood to

" cover ſome workmen, were attacked and defeated by a body " of Indians, and had ſo many killed and wounded, as to be almoſt diſabled for the reſt of the campaign. The enemy alſo " ſuffered in this affair, and were in their turn driven off by the " neareſt troops.

" The ground, to the eaſtward of the falls, ſeemed to be (as " it really is) higher than that on the enemy's ſide, and to command it in a manner which might be made uſeful to us. There " is beſides a ford below the falls, which may be paſſed for " ſome hours in the latter part of the ebb and the beginning of " the flood-tide: and I had hopes, that poſſibly means might be " found of paſſing the river above, ſo as to fight M. Montcalm " upon terms of leſs diſadvantage than directly attacking his intrenchments. In reconnoitring the river Montmorenci, we " found it fordable at a place about three miles up; but the oppoſite bank was intrenched, and ſo ſteep and woody, that it " was to no purpoſe to attempt a paſſage there. The eſcort " was twice attacked by the Indians, who were as often repulſed; but, in theſe rencounters, we had forty (officers and " men) killed and wounded.

" On the 18th of July, two men of war, two armed ſloops, " and two tranſports with ſome troops on board, paſſed by the " town without any loſs, and got into the upper river. This " enabled me to reconnoitre the country above; where I found " the ſame attention on the enemy's ſide, and great difficulties " on ours, ariſing from the nature of the ground, and the obſtacles to our communication with the fleet. But what I " feared moſt, was, that if we ſhould land between the town " and the river Cape Rouge, the body firſt landed, could not be " reinforced before they were attacked by the enemy's whole " army.

" Notwithſtanding of theſe difficulties, I thought once of attempting it at St Michael's, about three miles above the town; " but, perceiving that the enemy, jealous of the deſign, were " preparing againſt it, and had actually brought artillery and " a mortar, (which, being ſo near Quebec, they could increaſe as they pleaſed), to play upon the ſhipping; and as it

" muſt have been many hours before we could attack them, " (even ſuppoſing a favourable night for the boats to paſs by the " town unhurt), it ſeemed ſo hazardous, that I thought it beſt " to deſiſt.

" However, to divide the enemy's force, and to draw their " attention as high up the river as poſſible, and to procure ſome " intelligence; I ſent a detachment, under the command of " Colonel Carleton, to land at Point de Trempe, to attack " whatever he might find there, bring off ſome priſoners, and " all the uſeful papers he could get. I had been informed, " that a number of the inhabitants of Quebec had retired to " that place, and that probably we ſhould find a magazine of " proviſions there.

" The Colonel was fired upon by a body of Indians the moment he landed, but they were ſoon diſperſed, and driven into the woods: he ſearched for magazines, but to no purpoſe, " brought off ſome priſoners, and returned with little loſs.

" After this buſineſs, I came back to Montmorenci, where I " found that Brigadier Townſhend had, by ſuperior fire, prevented the French from erecting a battery on the bank of the " river, from whence they intended to have cannonaded our " camp. I now reſolved to take the firſt opportunity which " preſented itſelf, of attacking the enemy, though poſted to " great advantage, and every where prepared to receive us.

" As the men of war cannot, for want of a ſufficient depth of " water, come near enough to the enemy's intrenchments, to " annoy them in the leaſt, the Admiral had prepared two tranſports (drawing but little water), which upon occaſion could " be run aground to favour a deſcent. With the help of theſe " veſſels, which I underſtood would be carried by the tide cloſe " to the ſhore, I propoſed to make myſelf maſter of a detached " redoubt near to the water's edge, and whoſe ſituation appeared to be out of muſket ſhot of the intrenchment upon the hill: " if the enemy ſupported this detached place, it would neceſſarily bring on an engagement, what we moſt wiſhed for; " and if not, I ſhould have it in my power to examine their " ſituation, ſo as to be able to determine where we could beſt

" attack them. Preparations were accordingly made for an " engagement. The 31ſt of July in the forenoon, the boats of " the fleet were filled with grenadiers, and a part of General " Monckton's brigade from Point Levi: the two brigades under Brigadiers Townſhend and Murray, were ordered to be in " readineſs to paſs the ford, when it ſhould be found neceſſary. " To facilitate the paſſage of this corps, the Admiral had placed " the Centurion in the channel, ſo that ſhe might check the fire " of the lower battery which commanded the ford: this ſhip " was of great uſe, as her fire was judiciouſly directed. A " quantity of artillery was placed upon the eminence, ſo as to " batter and enfilade the left of their entrenchments.

" From the veſſel which run aground neareſt in, I obſerved " that the redoubt was too much commanded to be kept without great loſs; and the more, as the armed ſhips could not be " brought near enough to cover it both with their artillery and " muſketry, which at firſt I conceived they might. But as the " enemy ſeemed in ſome confuſion, and as we were prepared " for action, I thought it a proper time to make an attempt " upon their intrenchments. Orders were ſent to the Brigadier-Generals to be ready with the corps under their command; Brigadier Monckton to land, and Brigadiers Townſhend " and Murray, to paſs the ford.

" At a proper time of tide the ſignal was made; but, rowing " towards the ſhore, many of the boats grounded on a ledge, " that runs off a conſiderable diſtance. This accident put us " into ſome diſorder, loſt a great deal of time, and obliged me " to ſend an officer to ſtop Brigadier Townſhend's march, whom " I then obſerved to be in motion. While the ſeamen were " getting the boats off, the enemy fired a number of ſhells and " ſhot, but did no conſiderable damage. As ſoon as this diſorder could be a little put to rights, and the boats were ranged " in a proper manner, ſome of the officers of the navy went in " with me to find a better place to land: we took one flat-bottomed boat with us to make the experiment, and as ſoon as we " found a fit part of the ſhore, the troops were ordered to diſembark, thinking it not yet too late for the attempt.

" The thirteen companies of grenadiers, and two hundred " of the ſecond Royal American battalion, got firſt on ſhore. " The grenadiers were ordered to form themſelves into four " diſtinct bodies, and to begin the attack, ſupported by Brigadier Monckton's corps, as ſoon as the troops had paſſed the " ford, and were at hand to aſſiſt. But, whether from the " noiſe and hurry at landing, or from ſome other cauſe, the " grenadiers, inſtead of forming themſelves as they were directed, run on impetuouſly towards the enemy's intrenchments, " in the utmoſt diſorder and confuſion, without waiting for the " corps that were to ſuſtain them and join in the attack. Brigadier Monckton was not landed, and Brigadier Townſhend " was at a conſiderable diſtance, though upon his march to " join us, in very great order. The grenadiers were checked " by the enemy's firſt fire, and obliged to ſhelter themſelves in " and about the redoubt, which the French abandoned at their " approach. In this ſituation they continued for ſome time, unable to form under ſo hot a fire; and having many gallant " officers wounded, who (careleſs of their perſons) had been " ſolely intent upon their duty, I ſaw the abſolute neceſſity of " calling them off, that they might form themſelves under Brigadier Monckton's corps, which was now landed, and drawn " up on the beach in extreme good order.

" By this accident, and this ſecond delay, it was near night; " a ſevere ſtorm came on, and the tide began to make; ſo that " I thought it moſt adviſeable, not to perſevere in ſo difficult an " attack, leſt, in caſe of a repulſe, the retreat of Brigadier " Townſhend's corps might be hazardous and uncertain.

" Our artillery had a great effect upon the enemy's left, " where Brigadiers Townſhend and Murray were to have attacked; and it is probable, that, if thoſe accidents I have " ſpoken of had not happened, we ſhould have penetrated there, " whilſt our left and centre (more remote from our artillery) " muſt have bore all the violence of the muſketry.

" The French did not attempt to interrupt our march.— " Some of their ſavages came down to murder ſuch wounded

" as could not be brought off, and to ſcalp the dead, as their " cuſttom is.

" The place where the attack was intended, had theſe ad- " vantages over all others hereabout. Our artillery could be " brought into uſe; the greateſt part, or even the whole of the " troops, might act at once; and the retreat, in caſe of a repulſe, " was ſecure, at leaſt for a certain time of the tide. Neither " one or other of theſe advantages can any where elſe be found. " The beach upon which the troops were drawn up, was of " deep mud, with holes, and cut by ſeveral gullies; the hill to " be aſcended very ſteep, and not every where practicable; the " enemy numerous in their intrenchments, and the fire hot. If " the attack had ſucceeded, our loſs muſt certainly have been " great; and theirs inconſiderable, from the ſhelter which the " neighbouring woods afforded them. The river St Charles " ſtill remained to be paſſed, before the town was inveſted. " All theſe circumſtances I conſidered; but the deſire to act in " conformity to the King's intentions, induced me to make this " trial, perſuaded that a victorious army find no difficulties.

" Immediately after this check, I ſent Brigadier Murray a- " bove the town, with twelve hundred men, directing him to " aſſiſt Rear-Admiral Holmes in the deſtruction of the French " ſhips, if they could be got at, (See Note 142.) in order to " open a communication with General Amherſt. The Briga- " dier was to ſeek every favourable opportunity of fighting " ſome of the enemy's detachments, provided he could do it " upon tolerable terms; and uſe all the means in his power to " provoke them to attack him. He made two different at- " tempts to land upon the north ſhore, without ſucceſs; but in " a third was more fortunate. He landed unexpectedly at de " Chambaud, and burnt a magazine there; in which were ſome " proviſions, ſome ammunition, and all the ſpare ſtores, cloth- " ing, arms, and baggage of their army.

" The priſoners he took, informed him of the ſurrender of " the Fort of Niagara; and we diſcovered by intercepted let- " ters, that the enemy had abandoned Carillon and Crown " Point, were retired to the Iſle aux Noix, and that General

" Amherſt was making preparations to paſs the Lake Cham- " plain, to fall upon M. Bourlemaque's corps, which conſiſts of " three battalions of foot, and as many Canadians as make the " whole amount to three thouſand men.

" The Admiral's diſpatches and mine would have gone eight " or ten days ſooner, if I had not been prevented from writing " by a fever. I found myſelf ſo ill, and am ſtill ſo weak, that " I begged the General-Officers to conſult together for the pub- " lic utility. They were all of opinion, that as more ſhips and " proviſions have now got above the town, they ſhould try, " by conveying up a corps of four or five thouſand men, " (which is nearly the whole ſtrength of the army, after the " points of Levi and Orleans are left in a proper ſtate of de- " fence), to draw the enemy from their preſent ſituation, and " bring them to an action. I have acquieſced in their propoſal, " and we are preparing to put it in execution.

" The Admiral and I have examined the town, with a view " to a general aſſault; but, after conſulting with the chief en- " gineer, who is well acquainted with the interior parts of it, " and after viewing it with the utmoſt attention, we found, that " though the batteries of the lower town might be eaſily ſilen- " ced by the men of war, yet the buſineſs of an aſſault would " be but little advanced by that, ſince the few paſſages that lead " from the lower to the upper town are carefully intrenched; " and the upper batteries cannot be affected by the ſhips, which " muſt receive conſiderable damage from them, and from the " mortars. The Admiral would readily join in this, or in any " other meaſures for the public ſervice; but I could not pro- " poſe to him an undertaking of ſo dangerous a nature, and " promiſing ſo little ſucceſs.

" To the uncommon ſtrength of the country, the enemy have " added (for the defence of the river) a great number of float- " ing batteries and boats. By the vigilance of theſe, and the " Indians round our different poſts, it has been impoſſible to " execute any thing by ſurprize. We have had almoſt daily " ſkirmiſhes with theſe ſavages, in which they are generally de- " feated, but without loſs on our ſide.

"By the liſt of diſabled officers, (many of whom are of rank) "you may perceive, Sir, that the army is much weakened. By "the nature of the river, the moſt formidable part of this armament is deprived of the power of acting, yet we have almoſt the whole force of Canada to oppoſe. In this ſituation, "there is ſuch a choice of difficulties, that I own myſelf at a "loſs how to determine. The affairs of Great Britain, I know, "require the moſt vigorous meaſures; but then the courage of "a handful of brave men ſhould be exerted only where there is "ſome hope of a favourable event. However, you may be aſſured, Sir, that the ſmall part of the campaign that remains, "ſhall be employed (as far as I am able) for the honour of his "Majeſty, and the intereſt of the nation, in which I am ſure of "being well ſeconded by the Admiral and by the Generals; "happy if our efforts here can contribute to the ſucceſs of his "Majeſty's arms in any other parts of America. I have the "honour to be, with the greateſt reſpect,

"Sir,
"Your moſt obedient, and
"Moſt humble ſervant,
"JA. WOLFE."

As the letter which Vice-Admiral Saunders wrote to Mr Secretary Pitt on this occaſion, forms a moſt excellent ſupplement to the maſterly letter of General Wolfe, and gives an able and diſtinct detail of the operations which fell to the lot of the Navy in this arduous enterprize, we beg leave to inſert it likewiſe.

"*Stirling Caſtle, off Point Levi, in the river*
"*St Lawrence, September 5th*, 1759.

"SIR,

"In my letter of June 6th, I acquainted you I was then off "Scutari, ſtanding for the river St Lawrence. On the 26th, I "got up with the firſt diviſion of the fleet and tranſports, as far "as the middle of the Iſle of Orleans, where I immediately prepared to land the troops, which I did the next morning. The "ſame day, the ſecond and third diviſions came up, and the "troops from them were landed likewiſe.

"I got thus far without any loſs or accident whatever; but, "directly after landing the troops, a very hard gale of wind "came on, by which many anchors and ſmall boats were loſt, "and much damage received among the tranſports by their "driving on board each other. The ſhips that loſt moſt an-"chors, I ſupplied from the men of war, as far as I was able, "and, in other reſpects, gave them the beſt aſſiſtance in my "power.

"On the 28th, at midnight, the enemy ſent down from "Quebec ſeven fire-ſhips; and though our ſhips and tranſports "were ſo numerous, and neceſſarily ſpread ſo great a part of "the channel, we towed them all clear and aground, without "receiving the leaſt damage from them. The next night Ge-"ral Monckton croſſed the river, and landed with his brigade "on the ſouth ſhore, and took poſt at Point Levi; and Gene-"ral Wolfe took his on the weſtermoſt point of the iſle of "Orleans.

"On the 1ſt of July, I moved up between the points of "Orleans and Levi; and it being reſolved to land on the north "ſhore, below the falls of Montmorenci, I placed, on the 8th, "his Majeſty's ſloop the Porcupine, and the Boſcawen armed "veſſel, in the channel between Orleans and the north ſhore, "to cover the landing, which took place that night.

"On the 17th, I ordered Captain Rous of the Sutherland, "to proceed, with the firſt fair wind and night tide, above "the town of Quebec, and to take with him his Majeſty's "ſhips Diana and Squirrel, with two armed ſloops, and two "cats armed, and loaded with proviſions. On the 18th at "night, they all got up, except the Diana, and gave General "Wolfe an opportunity of reconnoitring above the town; "thoſe ſhips having carried ſome troops with them for that "purpoſe. The Diana run aſhore upon the rocks off Point "Levi; and received ſo much damage, that I have ſent her "to Boſton with twenty-ſeven ſail of American tranſports, "(thoſe which received moſt damage in the gale of the 27th), "where they are to be diſcharged; and the Diana, having re-"paired her damage, is to proceed to England, taking with

her

" her the maſt ſhips, and what trade may be ready to accompa-
" ny her.

" On the 28th, at midnight, the enemy ſent down a raft of
" fire-ſtages, of near a hundred radeaux, which ſucceeded no
" better than their fire-ſhips.

" On the 31ſt, General Wolfe determined to land a num-
" ber of troops above the falls of Montmorenci, in order to
" attack the enemy's lines; to cover which, I placed the Cen-
" turion in the channel between the iſle of Orleans and the
" falls, and ran on ſhore, at high water, two cats which I
" had armed for the purpoſe, againſt two ſmall batteries and
" two redoubts, where our troops were to land. About ſix in
" the evening they landed; but the General not thinking it
" proper to perſevere in the attack, ſoon after part of them re-
" embarked, and the reſt croſſed the falls with General Wolfe;
" upon which, to prevent the two cats from falling into the
" enemy's hands (they being dry on ſhore) I gave orders to
" take the men out, and ſet them on fire; which was accor-
" ingly done.

" On the 5th of Auguſt, in the night, I ſent twenty flat-
" boats up the river, to the Sutherland, to embark twelve hun-
" dred and ſixty of the troops, with Brigadier-General Mur-
" ray, from a poſt we had taken on the ſouth ſhore. I ſent
" Admiral Holmes up to the Sutherland, to act in concert
" with him, and to give all the aſſiſtance the ſhips and boats
" could afford. At the ſame time, I directed Admiral Holmes
" to uſe his beſt endeavours to get at, and deſtroy the ene-
" my's ſhips above the town; and to that purpoſe I ordered
" the Loweſtoffe, and Hunter ſloop, with two armed ſloops and
" two cats and proviſions, to paſs Quebec, and join the Su-
" therland: but the wind blowing weſterly, it was the 27th
" of Auguſt before they got up, which was the fourth attempt
" they had made to gain their paſſage.

" On the 25th, at night, Admiral Holmes and General
" Murray, with part of the troops, returned: they had met
" with and deſtroyed a magazine of the enemy's clothing,
" ſome gun-powder, and other things: and Admiral Holmes
had

“ had been ten or twelve leagues above the town, but found it
“ impracticable at this time to get farther up.

“ General Wolfe having reſolved to quit the camp at Mont-
“ morenci, and go above the town in hopes of getting between
“ the enemy and their proviſions, (ſuppoſed to be in their
“ ſhips there), and by that means force them to an action; I
“ ſent up, on the 29th at night, the Seahorſe and two armed
“ ſloops, with two cats laden with proviſions, to join the reſt
“ above Quebec; and having taken off all the artillery from
“ the camp at Montmorenci, on the 3d inſtant, in the fore-
“ noon, the troops embarked from thence, and landed at point
“ Levi. The 4th, at night, I ſent up all the flat-bottomed
“ boats; and this night a part of the troops will march up
“ the ſouth ſhore, above the town, to be embarked in the ſhips
“ and veſſels there; and to-morrow night the reſt will follow.
“ Admiral Holmes is alſo gone up again, to aſſiſt in their fu-
“ ture operations; and to try if with the aſſiſtance of the
“ troops, it is practicable to get at the enemy's ſhips.

“ As General Wolfe writes by this opportunity, he will
“ give you an account of his part of the operations, and his
“ thoughts what farther may be done for his Majeſty's ſervice.
“ The enemy appear to be numerous, and appear to be ſtrong-
“ ly poſted: but let the event be what it will, we ſhall remain
“ here as long as the ſeaſon of the year will permit, in order
“ to prevent their detaching troops from hence againſt Gene-
“ ral Amherſt; and I ſhall leave cruizers at the mouth of the
“ river, to cut off any ſupplies that may be ſent them, with
“ ſtrict orders to keep that ſtation as long as poſſible. The
“ town of Quebec is not habitable, being almoſt entirely burnt
“ and deſtroyed.

“ I incloſe you the preſent diſpoſition of the ſhips under my
“ command. Twenty of the victuallers that ſailed from Eng-
“ land with the Echo, are arrived here: one unloaded at
“ Louiſburg, having received damage in her paſſage out; and
“ another I have heard nothing of. No ſhips of the enemy
“ have come this way, that I have had any intelligence of,
“ ſince my arrival in the river, except one, laden with flour

"and brandy, which was taken by Captain Doake of the "Lizard.

"Before Admiral Durell got into the river, three frigates "and ſeventeen ſail, with proviſions, ſtores, and a few recruits "got up; and are thoſe we were ſo anxious, if poſſible, to "deſtroy.

"Yeſterday I received a letter from General Amherſt, (to "whom I have had no opportunity of writing ſince I have "been in the river), dated Camp at Crown Point, Auguſt 7th, "wherein he only deſires I would ſend tranſports and a con-"voy to New York, to carry to England ſix hundred and ſe-"ven priſoners, taken at the ſurrender of Niagara.

"I ſhould have wrote you ſooner from hence; but while "my diſpatches were preparing, General Wolfe was taken "very ill; he has been better ſince, but is ſtill greatly out of "order.

"I ſhall very ſoon ſend home the great ſhips. And I have "the honour to be, &c.

"CHARLES SAUNDERS."

The orders given out by General Wolfe, on the firſt of Auguſt, the day after he intended to have attacked the enemy's intrenchments, do him great credit. At the ſame time that he means to reprimand the troops who diſobeyed his orders, he ſeems to aſſure them of an opportunity of regaining his favour, if they pay due regard to orders and diſcipline. "The "check (ſays the General) which the grenadiers met with "yeſterday, will, it is hoped, be a leſſon to them for the time "to come; ſuch impetuous, irregular, and unſoldierlike pro-"ceedings, deſtroy all order, make it impoſſible for their com-"manders to form any diſpoſition for an attack, and put it "out of the General's power to execute his plan. The grena-"diers could not ſuppoſe, that they alone could beat the French "army; and therefore, it was neceſſary that the corps under "Brigadier Monckton and Brigadier Townſhend, ſhould have "time to join, that the attack might be general: the very firſt "fire of the enemy, was ſufficient to repulſe men who had loſt

" all ſenſe of order and military diſcipline: Amherſt's and the " Highland regiment alone, by the ſoldierlike and cool manner they were formed in, would undoubtedly have beat back " the whole Canadian army, if they had ventured to attack " them. The loſs, however, is inconſiderable, and may be eaſily repaired, when a favourable opportunity offers, if the " men will ſhew a proper attention to their officers."

By the detachment which General Wolfe had ſent up the river under Brigadier Murray, the Marquis de Montcalm conjectured that our poſt at Montmorenci was ſo much weakened thereby, that it might eaſily have been forced, if attacked in the proper place. Early in the morning, two large columns were ſeen to march from the enemy's camp to the northward, ſuppoſed to be with a deſign, either to attack General Wolfe in his camp by croſſing the river Montmorenci at the upper ford, or elſe to fall upon his rear as he was quitting that poſt, and incommode him in re-embarking the troops: but General Wolfe had digeſted his plan ſo well, that he carried on the whole operation without any loſs. No ſooner were the French troops obſerved in motion, that Brigadier Monckton ordered a large detachment from his poſt at Point Levi to embark in boats, and, under cover of ſome frigates and ſloops, to ſtand towards the Beauport ſhore. This feint had the deſired effect. M. de Montcalm, dreading to be attacked in his lines, recalled his two columns in haſte. In the mean time, General Wolfe having withdrawn his artillery, ſet fire to the works he had erected; marched down to the beach, where the flat-bottomed boats waited for him; and the enemy giving him no interruption, he re-embarked the troops, moſt of whom he ordered to encamp at Point Levi, the remainder at Point Orleans. It is inconceivable how great an affection the whole army had for General Wolfe; his ſickneſs made a moſt viſible impreſſion on them, and when his health permitted him to return to camp and viſit the guards and poſts as uſual, they gave the ſtrongeſt proofs of the moſt heartfelt joy: his preſence never failed to infuſe freſh ſpirits into the troops.

General Wolfe now formed one of the grandeſt plans imaginable, in order to obtain the object of his wiſhes. The Admiral cauſed the whole of the flat-bottomed boats, with an additional number of frigates and ſhips, to paſs the town in the night of the 4th; and Admiral Holmes once more went up, and took the command there. As many troops as could be ſpared from the Point of Orleans, were conveyed to the camp at Point Levi; whence the General marched them, together with all the force that could be ſpared from that poſt, up the ſouth ſhore, fording the river Eſchemin, and proceeding to a ſpot where they were embarked on board the war ſhips and tranſports. Rear-Admiral Holmes conducted the whole a conſiderable way up the river. M. de Montcalm, from the ſmall number of ſhips and veſſels which he ſaw, not ſuſpecting that General Wolfe had conveyed the greateſt part of his force above the town, immediately detached M. de Bougainville with a corps of two thouſand men, with orders to obſerve the motions of General Wolfe, and to oppoſe his landing on the north ſhore. Admiral Holmes came to an anchor with his fleet above Cape Diamond. The General, that he might draw the enemy's attention as high up the river as poſſible, made many feints to land; and in order to refreſh the men, who were very much crowded on board the ſhips, he frequently landed them on the ſouth ſhore. General Wolfe having now completely adjuſted his plan, the troops, arranged in the flat-boats, were to be followed by the ſhips and veſſels, ſo as they ſhould arrive nearly about the ſame time at the place intended for the deſcent. Captain Chads, of the navy, directed under Admiral Holmes; to whoſe orders and directions, the General expreſsly commanded that the greateſt attention ſhould be paid. On the 12th of September, General Wolfe iſſued the following orders, dated from on board the Sutherland.

"The enemy's force is now divided; great ſcarcity of pro-
"viſions is now in their camp; and univerſal diſcontent among
"the Canadians. The ſecond officer in command is gone to
"Montreal, or St John's; which gives reaſon to think that
"General Amherſt is advancing into the colony. A vigorous
"blow

"blow ſtruck by the army at this juncture, may determine "the fate of Canada. Our troops below are in readineſs to "join us: all the light artillery and tools are embarked at the "Point of Levi; and the troops will land where the French "ſeem leaſt to expect it. The firſt body that gets on ſhore "is to march directly to the enemy, and drive them from any "little poſt they may occupy. The officers muſt be careful "that the ſucceeding bodies do not, by any miſtake, fire upon "thoſe who go before them. The battalions muſt form on "the upper ground with expedition, and be ready to charge "whatever preſents itſelf. When the artillery and troops are "landed, a corps will be left to ſecure the landing place; "while the reſt march on, and endeavour to bring the French "and Canadians to a battle. The officers and men will re-"member what their country expects from them, and what "a determined body of ſoldiers, inured to war, is capable of "doing, againſt five weak French battalions, mingled with "diſorderly peaſantry. The ſoldiers muſt be attentive and "obedient to their officers, and reſolute in the execution of "their duty."

The ſtroke being now ready to be ſtruck, the whole armament prepared to contribute their aid to the grand deſign. The Admiral, in the evening of the 12th, ordered all his boats below the town to rendezvous aſtern of one of the frigates. Into theſe he put all the marines he could poſſibly ſpare; and, under cover of ſome frigates and ſloops of war, he ordered them to work up, and juſt at break of day to ſtand over to the Beauport ſhore, as if going to make a deſcent there; while the frigates and ſloops were ordered to ſtand as near as they could with ſafety, and to cannonade the French lines. This feint had an excellent effect. and obliged the enemy to leave a ſtronger detachment to guard their works than they would have otherwiſe done. What troops could be ſpared from the poſt of Point Levi, were ordered to be ready to embark in boats at a moment's warning, under the command of Brigadier Monckton. General Wolfe, in the Upper River, ordered all his troops on board their reſpective ſhips. At nine o'clock this night, the firſt diviſion of the ſoldiers were ordered into the flat-bottomed boats; and a little after, the whole ſquadron moved up the river with the tide of flood. This deceived the enemy very much. It being a fine clear ſtar-light night, M. de Bougainville immediately put his corps in motion, and marched up the north bank of the river, to be ready to oppoſe any deſcent which might be made there.

About an hour before day-light of the 13th, the boats fell down the river with the tide of ebb. By the help of their oars, they went at a great rate. In half an hour the ſhips followed them; and, a little before day-break, they arrived at the eaſtward of Sillery, a league above Cape Diamond. The light infantry, commanded by Colonel Howe, were carried a little lower down, by the rapidity of the current. The place where they diſembarked, was at the foot of a woody precipice, which with the utmoſt difficulty they ſcrambled up, and diſperſed a guard on the top, which were placed to defend a ſmall foot path. At this inſtant, the corps under Brigadier Monckton having arrived in boats from Point Levi, immediately landed and aſcended the hill. Theſe were followed by the corps under Brigadiers Townſhend and Murray; and the remainder of the troops were diſembarked as faſt as the boats could bring them from the ſhips.

Day was now broke; and General Wolfe perceiving the French army under M. de Montcalm in motion, made a diſpoſition of his troops, which he varied as more regiments arrived. His right was covered by the Louiſburg grenadiers. On the right of this corps he afterwards placed the thirty-fifth, the twenty-eighth, forty-third, forty-ſeventh, ſeventy-eighth, and fifty-eighth regiments, which compoſed the firſt line, divided into two brigades, commanded by Brigadiers Monckton and Murray. The ſecond line was compoſed of the fifteenth regiment, and the two battalions of Royal Americans, commanded by Brigadier Townſhend. The reſerve was now compoſed of the forty-eighth regiment, drawn up in eight ſubdiviſions, with large intervals, under the command of Colonel Burton. The left of the army was covered by the light-infantry, commanded by Colonel Howe, who, poſſeſsing himſelf of ſome houſes and a ſmall copſe wood, performed very great ſervice in the action. General Wolfe ordered the men to load with an additional bullet, which did great execution. In this diſpoſition, the General waited the approach of the enemy.

M. de Montcalm formed his army into three columns; but lined the ground in his front with a corps of irregulars and markſmen, who, while he was advancing, kept up a very galling fire on the front of the Britiſh line, but were obliged to retire, by the bravery of the light infantry, and a light ſix-pounder, which the ſailors dragged up about eight o'clock. This gun played with great ſucceſs on the enemy's columns, and obliged the French General more than once to make alterations in his diſpoſition. About ten o'clock, the enemy came on briſkly to the attack, and ſhewed they meant, if poſſible, to gain the left flank. On this, Brigadier Townſhend advanced the fifteenth regiment, and formed it en potence, which effectually prevented their deſign. As ſoon as they came within muſket-ſhot, they began to fire: but the Britiſh troops reſerved theirs, until the enemy were within thirty yards. They then gave their fire, which they repeated ſo quickly, and with ſuch effect, that the enemy every where gave way, and, under cover of the ſmoke, charged them with fixed bayonets.

It was at this time that General Wolfe, exerting himſelf at the head of the Louiſburg grenadiers, received his mortal wound. Colonel Carleton, the Quarter-Maſter General, received a dangerous wound on his head; and ſhortly after, Brigadier Monckton was ſhot through the body, at the head of the forty-ſeventh regiment.

Nor did it fare better with the General Officers of the enemy's army. M. de Montcalm was mortally wounded, and obliged to be carried off the field. Their ſecond in command, Brigadier M. de Senezergue, was alſo mortally wounded, made priſoner, and died a few days afterwards on board the fleet. Their third in command, Brigadier Baron de St Ours, was killed.

Part of the French troops made a ſecond, but faint attack, and were preſently repulſed. Some others took to a thick copſe wood, and there they made a ſtand for a while, which effectually covered the retreat of a great part of the French army.

Never did troops behave better than the Britiſh on this occaſion. They were cool and intrepid, and paid the utmoſt attention to the orders they received. The Louiſburg grenadiers, with the twenty-eighth and forty-ſeventh regiments, drove back the enemy with fixed bayonets; and Brigadier Murray advancing briſkly, with the troops under his command, the rout of the enemy became general. It was then that the Highlanders, ſupported by the fifty-eighth regiment, took to their broadſwords, driving part of the French into the town, and part into their works, at their bridge over the river St Charles; nor did they retire until the cannon from the ramparts fired upon them.

The action on the left, and in the centre of the Britiſh army, was not ſo ſevere. The light infantry behaved to admiration: they defended the houſes of which they had taken poſſeſſion ſo well, that they repulſed the enemy in all the attacks they made to diſlodge them. During the action, Colonel Howe, who had taken poſt with two companies behind a ſmall copſe, frequently ſallying upon the right flank of the enemy, drove them in heaps on each other. This obliged M. de Montcalm to detach a corps to oppoſe the Colonel; on which he retired into the abovementioned houſes, from whence the enemy could not force him. Brigadier Townſhend, by advancing ſome platoons of the fifteenth regiment againſt the front of this body, prevented their ever being able to execute their orders, which were, to take the left of the line in flank, while their irregulars and Indians were to fall upon the rear. Previouſly to this, one of the Royal American battalions had been detached to preſerve the communication with the boats; and the other had joined the firſt line, in order to occupy the ſpace there left vacant by Brigadier Murray's movement.

Things were in this poſition, when Brigadier Townſhend was informed that the command had devolved upon him. He immediately repaired to the centre; and finding the troops ſomewhat in diſorder, occaſioned by their eagerneſs in the purſuit of the enemy, he gave orders for them to form immediately. This was ſcarcely done, when M. de Bougainville, with his corps from Cape Rouge, appeared in the rear of the Britiſh army, and ſeemed to threaten an attack. This officer, when he diſcovered that the ſhips and boats had fallen down the river, followed them down the north ſhore with the greateſt expedition; but the ebb-tide carried the boats ſo very faſt down the ſtream, that even his cavalry could not keep pace with them. Some battalions immediately faced about to receive him; and the cannon at that inſtant firing a few rounds at his corps, he judged it prudent to retire.

When the enemy were completely defeated, Brigadiers Townſhend and Murray went to the head of each regiment, and thanked them for their gallant behaviour. In this action we had only fifty-ſeven men killed, and ſix hundred and ſeven wounded. The enemy had near fifteen hundred men killed, wounded, and priſoners, and one piece of cannon taken. Their loſs fell chiefly on the regulars; and ſome of their officers who were made priſoners acknowledged, that they never ſaw ſuch a fire as that which the Britiſh troops firſt gave their army. Every ſhot ſeemed to take place; and ſo many fell, that they thought they had loſt half their troops.

Nothing could exceed the ſurprize of the Marquis de Montcalm, when he heard that General Wolfe and the Britiſh army had made good their landing above the town. He could not credit it, and ſaid, "It is only M. Wolfe with a ſmall party "come to burn a few houſes, look about him, and return." But when he was informed that the Britiſh army were drawn up in order of battle on the plains of Abraham; "Then," ſaid he, "they have at laſt got to the weak ſide of this miſerable "garriſon: therefore we muſt endeavour to cruſh them by our "numbers, and ſcalp them all before twelve o'clock." He died the day after the battle; and it is reported of him, that when his wounds were dreſſed, he requeſted of the ſurgeons who attended him, to tell him ingenuouſly whether or not his wounds were mortal. On being informed they were; he ſaid, "He

" was glad of it." He next aſked how long he might ſurvive: He was told ten or twelve hours, perhaps leſs. " So " much the better," replied he; " then I ſhall not live to ſee " the ſurrender of Quebec."

Small as our loſs was in this action, the nation deemed the victory dearly bought, when they heard that General Wolfe was killed. He at firſt received a wound in the wriſt: this did not oblige him to quit the field; but, wrapping his handkerchief round it, he continued to give orders with his uſual calmneſs and perſpicuity; when juſt as the enemy gave way, he received a wound in the breaſt, which proved mortal. He was carried a little way in the rear of the army, and laid down. Hearing one of the officers who ſtood cloſe by him ſay, " See " how they run!" the dying hero aſked, with ſome emotion, " Who run?" To this the officer rejoined, " The enemy, Sir; " they give way every where." Then the General ſaid, " Pray, " do one of you run to Colonel Burton, and tell him to march " Webb's regiment with all ſpeed down to Charles's river, to " cut off the retreat of the fugitives from the bridge—Now God " be praiſed," ſaid he, " I ſhall die happy:" and, turning on his ſide, ſoon after expired.

The character of General Wolfe has been drawn by many able hiſtorians. All are full of encomiums; yet none has ever exceeded the truth. As he who ſeems to have drawn the exacteſt portrait of this celebrated hero, had a good opportunity of being thoroughly well acquainted with him, we ſhall give it in his own words. " The death of General Wolfe was a na- " tional loſs, univerſally lamented. He inherited from nature " an animating fervour of ſentiment, an intuitive perception, an " extenſive capacity, and a paſſion for glory, which ſtimulated " him to acquire every ſpecies of military knowledge, that " ſtudy could comprehend, that actual ſervice could illuſtrate " and confirm. This noble warmth of diſpoſition ſeldom fails " to call forth and unfold all the liberal virtues of the ſoul.— " Brave above all eſtimation of danger; generous, gentle, com- " placent, and humane; the pattern of the officer, the darling " of the ſoldier. There was a ſublimity in his genius, whic

" ſoare

" ſoared above the pitch of ordinary minds. And had his faculties been exerciſed to their full extent, by opportunity and " action; had his judgment been fully matured by age and experience, he would, without doubt, have rivalled in reputation the moſt celebrated Captains of antiquity *."

General Townſhend loſt no time in following up this victory. He encamped the army in ſuch a manner, as that the enemy could not eaſily ſurpriſe them; directing, at the ſame time, redoubts to be erected, which not only kept the enemy's parties at a due diſtance, but gave the men ample ſecurity in carrying on the operations againſt the town, from whence a conſtant cannonade was kept up. The ground having been well reconnoitred, the engineers ſet to work in erecting batteries for mortars and cannon. But before they were completed, M. de Rameſay, on the 17th, offered to ſurrender the town. A meſſage was immediately ſent to the Vice-Admiral, who repaired to the head-quarters; when, the terms of the capitulation being ſettled, they were ſigned the morning of the 18th. (See Note 142.)

The concluſion of General Townſhend's letter to Mr Secretary Pitt, gives a moſt accurate and diſtinct account of this affair.—" The 17th at noon, before we had any battery erected, " or could have had for two or three days, a flag of truce came " out, with propoſals of capitulation, which I ſent back again " to the town, allowing them four hours to capitulate, or no " farther treaty. The Admiral had at this time brought up his " large ſhips, as intending to attack the town. The French officer returned at night with the terms of capitulation; which, " with the Admiral, were conſidered, agreed to, and ſigned, at " eight in the morning of the 18th inſtant. The terms we " granted, will, I flatter myſelf, be approved of by his Majeſty; " conſidering the enemy aſſembling in our rear, and, what is " far more formidable, the very wet and cold ſeaſon, which " threatened our troops with ſickneſs, and the fleet with ſome " accident; it had made our road ſo bad, that we could not " bring up a gun for ſome time. Add to this, the advantage of

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* Dr Smollet's Continuation of the Hiſtory of England, vol. V. page 55.

" of entering the town with the walls in a defenſible ſtate, and " the being able to put a garriſon there, ſtrong enough to prevent all ſurprize. Theſe, I hope, will be deemed ſufficient " conſiderations for granting them the terms I have the honour " to tranſmit to you.

" The inhabitants of the country come in to us very faſt, " bringing in their arms, and taking the oaths of fidelity, until " a general peace determines their ſituation.

" By deſerters we learn, that the enemy are re-aſſembling behind Cape Rouge; that M. de Levis is come down from the " Montreal ſide to command them: ſome ſay, he has brought " two battalions with him: if ſo, this blow has already aſſiſted " General Amherſt. By other deſerters we learn, that M. de " Bougainville, with eight hundred men and proviſions, was on " his march to fling himſelf into the town the 18th, the very " morning it capitulated; on which day we had not completed " the inveſtiture of the place, as they had broken down their " bridge of boats, and had detachments in very ſtrong works on " the other ſide of the river St Charles.

" I ſhould not do juſtice to the Admirals, and the naval ſervice, if I neglected this occaſion of acknowledging how much " we are indebted for our ſucceſs to the conſtant aſſiſtance and " ſupport received from them, and the perfect harmony and " correſpondence which has prevailed throughout all our operations, in the uncommon difficulties which the nature of this " country, in particular, preſents to military operations of a " great extent, and which no army can itſelf ſolely ſupply; the " immenſe labour in artillery, ſtores, and proviſions; the long " watchings and attendance in boats; the drawing up our artillery by the ſeamen, even in the heat of action. It is my " duty, ſhort as my command has been, to acknowledge, for " that time, how great a ſhare the navy has had in this ſucceſsful campaign."

On the 18th, Lieutenant-Colonel Murray, at the head of three companies of grenadiers, with a piece of cannon, and a detachment of the Royal regiment of artillery, marched in, and took poſſeſſion of the upper town, hoiſting Britiſh colours on the moſt conſpicuous part of the fortifications. At the ſame time, Captain Palliſer,* with a detachment of ſeamen, took poſſeſſion of the lower town. The garriſon, agreeable to the terms of capitulation (See Note 142.), marched out with the honours of war, and were embarked on board of tranſports for France. In the place was found a numerous artillery, and a great quantity of military ſtores. For an account of the ſtrength of the garriſon, and other particulars, (See Note 142.)

The General's diſpatches were brought to England by Lieutenant-Colonel Hale; and the Admiral's, by Captain James Douglas of the Alcide. They arrived a few days after General Wolfe's letter, giving an account of his repulſe at the Falls of Montmorenci, and of the very great difficulties he had to ſtruggle with. His moſt excellent letter intereſted every one in his fate; and he now became ſtill more a favourite with the nation, eſpecially for his firm determination to exert himſelf to the utmoſt for the good of his country, although he did not flatter them with being able to reduce the capital of Canada. The public having the fulleſt confidence in his aſſurances, longed with impatience for the next diſpatches.

The victory gained over M. de Montcalm, and the ſurrender of Quebec, were announced in one Gazette Extraordinary. Although joy and rapture flew from one end of the kingdom to the other; yet, in the midſt of this exceſſive exultation, a concern for the death of General Wolfe was viſible in every countenance; and while they rejoiced at the victories, they failed not in paying due praiſes to the memory of the accompliſhed hero, who had fallen in the attainment of them. Bonfires and illuminations were univerſal, one place excepted; and this was the village in which the mother of the deceaſed General lived. The inhabitants felt for her grief, which they would not increaſe; and put a violence on their inclinations, by not joining with their neighbours in giving public teſtimonies of joy and approbation on this occaſion. To every one in the leaſt acquainted with the diſpoſitions of the people, they muſt know that the ſacrifice they then made was very great.

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* Afterwards Sir Hugh Palliſer Bart. Admiral of the Blue, and Governor of Greenwich Hoſpital.

From the good old King, Colonel Hale and Captain Douglas procured a moſt gracious reception. They had each a preſent of 500l. to buy a ſword. The former obtained the command of a regiment of light dragoons; the latter received the honour of knighthood, and, ſoon after, was ſent to command the ſquadron at the Leeward Iſlands. The city of London, the Univerſities, and many of the principal cities and corporations addreſſed his Majeſty, and congratulated him on this important victory; and a royal proclamation was iſſued, appointing a day of ſolemn thankſgiving to Almighty God, throughout the Britiſh dominions.

Soon after the Parliament met, Mr Secretary Pitt, in a moſt elegant ſpeech, expatiated on the brilliant ſucceſſes of the campaign, and on the very great merit of the Admirals and Generals. But when he came to ſpeak of the tranſcendent worth of the immortal Wolfe, he convinced his audience, that what he ſaid came from the heart. The beautiful panegyric he was pronouncing, was, for a few ſeconds, interrupted by the ſympathetic tear, which flowed for the loſs his country had ſuſtained, by the death of ſuch an accompliſhed officer. He concluded, by moving for an addreſs to his Majeſty, requeſting that he would order a monument to be erected in Weſtminſter-Abbey to the memory of Major-General James Wolfe. The motion was immediately ſeconded, and the Houſe unanimouſly agreed to it; as they did, immediately after, to return their thanks to the ſurviving Generals and Admirals who had been employed in the glorious and ſucceſsful expedition againſt Quebec.

As ſoon as a ſufficient number of houſes could be repaired in the city of Quebec, the army ſtruck their tents, and marched into the garriſon. Brigadier-General Murray was appointed Governor, and Colonel Burton Lieutenant-Governor of Quebec. Poſſeſſion was taken of all the enemy's poſts in the neighbourhood, and parties from the garriſon employed to cut wood for winter fuel. The inhabitants brought in ſuch freſh proviſions as they could ſpare. Admiral Saunders was buſied in landing ſtores and proviſions for the garriſon; and diſpatched the large ſhips home, under the command of Rear-Admirals Durell and Holmes.

The corpſe of General Wolfe was ſhipped on board of the Royal William, and received there with all the honours due to it. The ſame ceremony was obſerved when it was landed at Portſmouth, in order to be conveyed to the burial-place of his family.

The weather having become very tempeſtuous, ſome of the large ſhips, in going down the river, were in great danger. The Royal William and Captain run aground; but were luckily ſoon got off again without ſuſtaining any damage. On the 10th of October, the Terrible had certainly been wrecked, but for a warrant-officer on board. The ſhip being drove from her anchors by the irreſiſtible rapidity of the tide of ebb at the iſland of Coudre, he propoſed making an anchor ſufficient to hold her; ſuch a one as he remembered to have ſeen, when very young, on board of the Centurion, then commanded by Commodore Anſon. He accordingly faſtened one of the ſhip's quarter-deck guns to two ſmall anchors; by means of which, ſhe brought up, and rode with eaſe. Her large anchors were all of them found to be broke, which was not diſcovered till the cables were hove in.

The Admiral diſpatched the Stirling Caſtle to Liſbon, and hoiſted his flag on board of the Somerſet. On the 18th of October, after ſaluting the garriſon, he ſailed for England in company with the Devonſhire and Vanguard; Brigadier-General Townſhend returning home along with him.

Lord Colvill was left to command the fleet in America, having under him the Northumberland, Alcide, Trident, Pembroke, and Prince of Orange, with ſeveral frigates, on board one of which General Monckton embarked for New York for the recovery of his wounds. Two ſloops of war, viz. the Racehorſe and Porcupine, commanded by Captains Miller and Macartney, were left to winter at Quebec.

As ſoon as the French ſaw that the Britiſh fleet had fallen down the river St Lawrence, they got their ſhipping at Bataſcan ready to follow their example. They fell down the river by degrees, and waited at Cape Rouge for a fair wind to carry them paſt the city of Quebec. By a violent gale, on the 22d of November, three of their veſſels were drove aſhore, and wrecked*. The garriſon having received orders to be very alert, all the guns were loaded, in order to prevent the French ſhips from paſſing the town.

On the 24th of November, the wind came fair: the night was dark, and with the tide of ebb, the enemy's ſhips came down. They were not, however, unobſerved by the garriſon, who fired every gun that pointed towards them, beſides throwing a great number of ſhells; but to no purpoſe; the veſſels all eſcaped, except the Elizabeth, who, ſteering rather too near the ſouth ſide of the river, was, by the ſtrength of the tide, forced aſhore and ſtranded near one of the Britiſh ſchooners, which had been ordered to watch their motions, and which lay at anchor a little lower down the river. This ſchooner mounted only four guns, but kept firing at the ſtranded veſſel; the crew of which being reſolved not to let their ſhip fall into our hands, laid a train, near to which they placed a lighted match. They then abandoned the veſſel, and took to their boat; when, with the aid of ſome boats from two others of the French ſhips†, they boarded the ſchooner, and carried her.

Early in the morning of the 25th, Captain George Miller of the Racehorſe, his Lieutenant, and upwards of forty volunteer ſailors, went and boarded the Elizabeth. They then found the lighted match, which they preſently extinguiſhed; and Captain Miller, not ſuſpecting that the enemy had laid a train to the magazine, ordered a light to be ſtruck; a ſpark from which unluckily falling on the looſe powder, the veſſel blew up in an inſtant; by which unfortunate accident moſt of this party were killed; and the few that remained alive, among whom were Captain Miller and his Lieutenant, were dreadfully mangled and ſcorched. A Canadian peaſant obſerving the exploſion, in hopes of finding ſome plunder, ventured on board, and found the Captain, his Lieutenant and two men lying in great agony. This humane Canadian returned to ſhore for aſſiſtance, and got them (together with ſix more of the unhappy ſufferers whom they afterwards found) conveyed to his houſe, where had their wounds anointed with bear's greaſe, and adminiſtered to them all the comforts in his power. He then went to Quebec, and made the Governor acquainted with their ſituation, who was, till then, ignorant of what had befallen them. His Excellency highly commended the peaſant for his humanity, entertained him well, and rewarded him with twenty dollars, and a quantity of ſalt proviſions. A proper conveyance was immediately ſent to bring Captain Miller and his companions to the hoſpital of the Urſuline Convent, where every care was taken of them; but, ſo terribly were they ſcorched and bruiſed, that moſt of them died in a few days; and of the whole, only two or three of the private men recovered.

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* The Soleil Royal, the Seneſterre, and the Duc de Fronſac.

† The Machault and Cheſine.

The ſhips of war having been conſtantly employed throughout the whole of the ſummer in attending on this grand expedition, was the reaſon why they made ſo few captures from the enemy. The Trident took a large Spaniſh ſhip of twenty guns, from Martinico for Bourdeaux, laden with ſugar, coffee, cocoa, indigo, and cotton; and the Succeſs took, in the month of July, in the gulph of St Lawrence, two large Dutch ſhips, from the Iſland of St Euſtatius, laden with beef, pork, and biſcuit, two hundred barrels of gun-powder, and a great quantity of cannon-ſhot, and bomb-ſhells.

Thus ended a moſt ſucceſsful campaign in America. The tide of fortune ſeemed to have turned entirely againſt France. Her great want appears to have been a daring and enterprizing Miniſter, who, if he had not ſtrength ſufficient to act againſt, or directly oppoſe the force which he brought into this country, might have fallen on expedients to make a diverſion calculated to interrupt our principal operations, and which might have proved the means of protracting the impending fate of the French colonies for ſome time longer. For inſtance, had M. de Bompart, when he found he could not prevent the iſland of Guadaloupe from falling into our hands, ſteered for New York with his ſquadron, he might have made ſuch an impreſſion there, as have obliged General Amherſt either to come himſelf, or at leaſt to make ſuch a detachment from his army, as would perhaps have diſabled him from acting on the offenſive, for the remainder of the campaign. From New York, M. de Bompart might have gone to Halifax or St John's-Newfoundland, or both. An attack on either of theſe places, would have obliged Admiral Saunders to make ſuch a detachment from his fleet, as might have greatly diminiſhed our force before Quebec, and, perhaps in the end, would have proved the ruin of the enterprize; while, before ſuch detachment could have been able to overtake M. de Bompart, he might have done his buſineſs, and ſailed for Europe.

## MEDITERRANEAN.

At the port of Toulon, the enemy were exerting themſelves to the utmoſt, in getting ready for ſea as many ſhips as poſſible. This conſtituted a part of their grand plan of operations, as a great deal depended upon the equipment they were able to make here; and truſting that Mr Pitt had ſo diſperſed the Britiſh navy, to ſecond his extenſive plans in the Weſt Indies and America, that he would not be in a condition to afford Vice-Admiral Broderick a reinforcement of ſufficient ſtrength to prevent them from becoming maſters of the Mediterranean ſea; they therefore hoped to be able, without running the riſk of any material interruption, to form a junction with their grand fleet at Breſt, under Marſhal de Conflans, and thus be enabled to obtain ſo great a naval ſuperiority in the Britiſh channel as that they might eſcort their armies, and cooperate with them in invading his Majeſty's dominions of Great Britain and Ireland. But in this project they were diſappointed, as well as in all the reſt of their vaſt deſigns. Mr Pitt had the beſt intelligence of what was going forward at Toulon, and ſufficient diſcernment to perceive of what importance it was to the affairs of Great Britain, to prevent the

Toulon ſquadron from forming a junction with that at Breſt. He therefore appointed an officer to command his Majeſty's ſhips on this ſtation, in whoſe abilities he could place the greateſt confidence: this was Admiral Boſcawen.

Early in the ſpring, a conſiderable number of ſhips had been detached to reinforce Vice-Admiral Broderick, and carried out orders for him to repair off Toulon as ſoon as poſſible, to watch the enemy's motions there. On the 14th of April, Admiral Boſcawen ſailed from Spithead, with three ſail of the line and ſome frigates, and arrived at Gibraltar the 27th. As ſoon as he had appointed convoys for the trade, and cruizers to annoy the enemy, he ſailed from thence the 3d of May, and, on the 16th, formed a junction with Vice-Admiral Broderick off Cape Sicie, and aſſumed the command of the fleet. (See Note 143.)

The command of the ſquadron fitting out at Toulon was conferred on M. de la Clue, an officer of conſiderable abilities. Admiral Boſcawen, on his arrival, found the enemy's fleet almoſt ready for ſea. He blocked them up with ſuch care, that not a ſhip could get in or out of that port but with his permiſſion. On the 7th of June, he perceived two French frigates making for Toulon, to which he immediately gave chaſe. Theſe he cut off from the harbour, but could not prevent their taking ſhelter in an adjoining bay, where they were protected by ſome batteries of heavy cannon. The Admiral determined to deſtroy them if poſſible; to effectuate which, he next day ſent in the Culloden, Conqueror, and Jerſey, under the command of Captain Callis. The Captains conducted their ſhips into the bay with the greateſt reſolution and good conduct; and in all probability would have been able to execute their orders; but, ſoon after they entered the bay, it fell a dead calm, and they were for a conſiderable time expoſed to a moſt ſevere cannonade of heavy cannon, before they could return a ſhot, the enemy having ſtrongly reinforced all their poſts. When the ſhips got properly placed, they returned an exceeding briſk and well directed fire for more than two hours; but the Admiral, perceiving that the frigates were beyond his reach, ordered the three ſhips to retire, and ſent the boats of the ſquadron totow off the Culloden, who had loſt her main-yard and mizen-top-maſt. She had ſixteen men killed, and twenty-ſix wounded; the Conqueror had two killed and four wounded; the Jerſey, eight killed and fifteen wounded; and all the ſhips were much damaged in their rigging and ſails. The Admiral ſtood out to ſea for ſome days, until the crippled ſhips were completely repaired; when he again returned to his ſtation.

Here he continued, until the water and proviſions of the ſquadron becoming ſcarce, and ſome of them needing repairs, he was neceſſitated to proceed to Gibraltar, about the beginning of July: but preferring the bay of Salo, in Spain, to water at, he put in there with the ſquadron, the 8th of that month. There they were plentifully ſupplied with water, as well as all ſorts of vegetables, and ſuch freſh proviſions as the country afforded, at very reaſonable rates. The fleet having boarded veſſels from Turkey and the Barbary ſhore, had not pratique* granted to it; a circumſtance which the Admiral was not ſorry for, as it prevented drunkenneſs and deſertion; and leſt the ſailors ſhould have been infeſted with the plague, the Spaniards uſed the precaution to form a line round the watering place, to prevent them from ſtrolling into the country.

The fleet having completed their watering, ſailed from Salo bay, the 24th of July, and arrived at Gibraltar the 4th of Auguſt, where the neceſſary repairs of the ſquadron were immediately ſet about.

But, that the Admiral might have timely notice of the enemy's approach, in caſe they ventured to leave their aſylum, he ordered the Lyme to cruize off Malaga, and the Gibraltar to cruize from Eſtepona to Ceuta-point. This latter on the 17th of Auguſt, diſcovered the enemy, conſiſting of fifteen ſail (See Note 144.), cloſe in with the Barbary ſhore. Captain M'Cleverty made directly for Gibraltar with all the ſail he could crowd, and arrived off Europa-point about half an hour after ſeven o'clock. He immediately made the ſignal of the enemy's ſtrength and ſituation to the Admiral, who ſent an officer on board with orders to Captain M'Cleverty to keep a ſharp look-out after the enemy, and to make ſignals accordingly. When this important intelligence arrived, the repairs of the ſquadron were not completed; the Namur, in particular, had not a ſail at her yards: but ſuch was the diſpatch made on this emergency, that the ſquadron was out of the bay a little before ten o'clock that very night. (See Note 143.) It conſiſted of fourteen ſail of the line, with the Shannon and Ætna fireſhips.

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* When a fleet or ſhip has not a certificate of health to ſhew, they muſt perform quarantine, if they are to unload. If they make a ſhort ſtay, they are not allowed pratique; that is, they are not allowed any intercourſe with the ſhore, for fear of introducing the plague. The letters they ſend aſhore, are all ſmoaked with ſulphur before they are opened or forwarded; and when they pay for what is furniſhed them, the money is put into a veſſel having vinegar in it.

On the 18th, at day-break, our fleet, owing to the hurry in which they left Gibraltar-bay the night before, was ſeparated into two diviſions. The Warſpight, Culloden, Swiftſure, Intrepid, America, Portland, and Guernſey, having lain at anchor near the Namur, they puſhed out to ſea along with her, and kept cloſe to the Admiral all night, who ſtood to the weſtward with a preſs of ſail. Vice-Admiral Broderick, with the reſt of the ſquadron, were ſome leagues aſtern. At ſeven o' clock, they got ſight of the enemy's fleet to the weſtward, conſiſting of ſeven ſail, the reſt having ſeparated in the night. The French Admiral made a private ſignal; which not being anſwered, Admiral Boſcawen made the ſignal for a general chaſe to the N. W., and, at nine, made another for the ſternmoſt ſhips to make more ſail, which brought the veſſels in our rear faſt up, they finding a fine breeze at E., while thoſe of the enemy were becalmed, with ſcarce ſteerage-way. The ſquadron continued to gain on the enemy, who, at one o'clock, hoiſted their colours. At twenty minutes afterwards, the Britiſh fleet did the ſame; and, ſoon after, Admiral Boſcawen made the ſignal to engage.

At half paſt one, the enemy began firing at the headmoſt of the Britiſh ſhips; and Admiral Boſcawen perceiving, that it was their intention, as ſoon as the breeze reached them, to endeavour to make off, he was anxious that the headmoſt ſhips of his ſquadron ſhould puſh on to attack the enemy's van, in order to ſtop their flight until all the ſhips ſhould get up. He therefore made the ſignal for the America and Guernſey to make more ſail. At half an hour after two, the Culloden began to fire on the Centaur, the enemy's ſternmoſt ſhip; and, ſoon after, the America, Portland, Guernſey, and Warſpight got into action. The wind now died away; but ſtill continued to blow freſh with the diviſion aſtern, which brought them in for a ſhare of the victory. Admiral Boſcawen in the Namur, began to engage the three ſternmoſt ſhips of the enemy, about four o'clock. The Swiftſure and Intrepid being to windward of him, he hailed the former, and directed Captain Stanhope to endeavour to get up with the enemy's van ſhip, and engage her, which he punctually did. The Intrepid ſhould have engaged M. de la Clue's ſecond ahead. About half an hour after four, the Namur got along-ſide of the Ocean; they had not engaged above half an hour, when the Namur was diſabled, and thrown out of the action; her mizen-maſt * and both topſail-yards being ſhot away, ſhe by this means fell aſtern.

M. de la Clue availed himſelf of the diſaſter which had befallen Admiral Boſcawen's ſhip, and endeavoured to get off with his ſquadron. The French ſhips immediately ſet all the ſail they could carry, the Centaur excepted, who, having loſt her fore and main-top-maſts, was obliged to ſtrike; ſhe was otherwiſe greatly damaged, being engaged by every ſhip as they came up, beſides the Culloden, who fought her for a conſiderable time; and it may be truly ſaid, that ſhe ſtood the brunt of the battle. When the Namur fell aſtern, Admiral Boſcawen ordered out his barge, into which he got, and rowed with all poſſible haſte on board the Newark, and there hoiſted his flag. The action was now ceaſing, a purſuit took place, which

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* The men in the mizen-top were all ſaved, being taken in at the ſtern ports when the maſt fell over the ſtern.

which Admiral Boſcawen continued unremittingly the whole night. There was a fine breeze of wind, accompanied with a little haze; by means of which, two of the enemy's ſhips altered their courſe in the night, and made their eſcape.

At day-light on the 19th, only four ſail of their ſhips were to be ſeen. The Britiſh ſquadron at this time were not above a league aſtern of them, and not more than five leagues from Lagos in Portugal. There was now very little wind. About nine o'clock the Ocean ran among the breakers; and the other three ſhips came to an anchor. Admiral Boſcawen ſent the Intrepid and America to deſtroy the Ocean. Captain Pratten having anchored, could not get in; but Captain Kirk performed that ſervice alone. As ſoon as the Ocean took the ground, ſhe carried away all her maſts, which had been much wounded in the action; and Captain Kirk bringing the America very cloſe, fired ſome guns into her; upon which ſhe ſtruck. M. de la Clue, with one leg broke and the other wounded, having been landed about half an hour before; Captain Kirk ſent ſome officers and men to take poſſeſſion of the ſhip, and found M. le Comte de Carne, her Captain, and ſome officers and men, ſtill on board. Theſe were taken out; and, finding it impoſſible to bring off the ſhip, ſhe was ſet on fire. Captain Bentley of the Warſpight was ordered againſt the Temeraire of ſeventy-four guns, and brought her off very little damaged. Vice-Admiral Broderick, and his diviſion, went againſt the other two ſhips, and brought off the Modeſte of ſixty-four guns, after an action of near half an hour. The Redoubtable of ſeventy-four guns, being bulged, and her officers and men having left her, they ſet her on fire. In this action, the enemy had a great number of men killed and wounded. On board the Centaur alone, the Captain and two hundred men were killed. The loſs the Britiſh ſuſtained, amounted only to fifty-ſix killed, and one hundred and ninety-ſix wounded, (See Note 143.) Among the former was Mr Caſwell, a Midſhipman of the Namur; and among the latter was Lieutenant Paſcall, of the ſame ſhip.

The unfortunate M. de la Clue died of his wounds at Lagos. He wrote an account of the action to the French Ambaſſador at

Liſbon (See Note 145.), in which he complains bitterly of the cowardice of ſome of his Captains, who deſerted him on the night of the 17th; and of the inattention of others to his ſignals. Many were of opinion, that had the French ſquadron kept together in a well-formed line, their loſs might not have proved ſo conſiderable as it did; at leaſt the victory would not have been ſo eaſily gained as it was: in all probability it would have been very bloody, conſidering that Admiral Boſcawen's fleet was but two ſail of the line ſuperior to M. de la Clue's.

The Britiſh, as well as the French Admiral, was not quite well pleaſed with the behaviour of all his Captains; ſome of whom, he thought, did not make ſail enough to get up with the van of the enemy's fleet, which the Admiral wiſhed they ſhould attack, in order to retard their flight until the reſt of the ſquadron ſhould be able to join in the action. Others, through miſmanagement, he thought, had allowed their ſhips to fall to leeword, after they had engaged the enemy ſome time, and therefore could not properly get into action again. But great allowance ought to be made for this; for juſt as the Britiſh ſhips came up with the enemy's rear, the wind died away. They attacked the enemy on the lee ſide, in order that they might be able to open their lower ports, ſome of the ſhips carrying them very low. Another reaſon why ſome of the Britiſh ſhips fell ſo much to leeward, was, that the French Admiral, on perceiving Admiral Boſcawen in the Namur, and ſome ſhips along with him, preſſing forward to attack his van and centre, made his fleet luff up as much as they poſſibly could, ſo as to form a ſort of creſcent; by which poſition, the whole of his ſhips in their van and centre were enabled by their fire not only to aſſiſt the rear, but each other, in their endeavours to repel the attack which they looked for every moment from the Britiſh Admiral. By this manœuvre of M. de la Clue's, ſuch of our ſhips as firſt got up with the enemy's rear, and to leeward of their line, were thrown out of action; while, for want of a ſufficient breeze of wind, they could not get into it again. The Portland, having loſt her fore top-maſt, dropped aſtern. The Intrepid was to windward of the Namur; ſhe did not bear down cloſe enough, but kept aloof, and fired at the enemy acroſs the other ſhips.

In this action Admiral Boſcawen diſplayed the greateſt courage and conduct, and, as far as lay in his power, exerted himſelf to take every ſhip of the enemy. The day after the battle, he was heard to ſay, "It is well, but it might have been a great "deal better." The Admiral re-hoiſted his flag on board of the Namur; and diſpatched Captain Buckle, in the Gibraltar, to England, with letters, containing an account of his ſucceſs. His Majeſty gave Captain Buckle a moſt gracious reception, and was pleaſed to order him a preſent of 500l. to buy a ſword.

As ſoon as the ſquadron had repaired their damages, Admiral Boſcawen, agreeable to his inſtructions, ſailed for England with the Namur, Warſpight, Swiftſure, Intrepid, America, and Portland, and the Salamander and Ætna fireſhips, together with the Temeraire and Modeſte prizes; which were ſoon after followed by the Edgar, Princeſs Louiſa, and Centaur prize.

The command of the ſquadron once more devolved on Vice-Admiral Broderick, who, in conformity with his orders, repaired off the port of Cadiz, to block up part of M. de la Clue's fleet, which had taken ſhelter there.

His Majeſty was highly pleaſed with the conduct of Admiral Boſcawen, who was received by him, on his return, with great tokens of regard. The Admiral was, ſoon after, ſworn a Member of the Moſt Honourable Privy Council, and appointed General of the Marine Forces, with a ſalary of 2000l. a-year. Captain Bentley of the Warſpight, and Captain Stanhope of the Swiftſure, were knighted. The three prizes were purchaſed by Government, and added to the Royal Navy by the ſame names.

Vice-Admiral Broderick with his ſquadron (See Note 146.) blocked up the French ſhips in Cadiz with the greateſt care. But on the 9th of November, he was overtaken by a terrible ſtorm, in which the ſquadron was in the greateſt danger of being wrecked, the Newark and Culloden were obliged to cut away all their maſts, and run into Cadiz. The Admiral's ſhip received ſo much damage, that it was found neceſſary to ſend her to Gibraltar to refit. He then hoiſted his flag on board th Conqueror; and, with the remainder of his fleet, continued cruize before that port. The enemy, although now ſuperior point of ſtrength, would not come out and venture a batt Their ſituation at Cadiz was far from being agreeable, the Sp niards making them the ſubjects of ſevere paſquinades*. The were at laſt relieved from their ſufferings by another grea ſtorm, which forced the Vice-Admiral from his ſtation, and compelled him, much againſt his inclination, to return to Gibraltar. Finding the coaſt clear, they ventured out, and got ſafe back to Toulon.

The Vice-Admiral, during his cruize off Cadiz, took two French ſhips of great value from the Weſt Indies; and the other cruizing veſſels on this ſtation had likewiſe conſiderable ſucceſs. On the 14th of April, the Thetis and Favourite ſloop, took a French ſhip from Martinico, valued at 7000l.; and the day following, they gave chaſe to two ſail. The Favourite did not get up with the one ſhe chaſed till ſix o'clock the next morning: nor would ſhe have been able to reach her, but that it fortunately fell calm: ſo that the Favourite, with the help of her oars, got cloſe along-ſide the enemy; when a moſt deſperate engagement commenced, which laſted two hours and a half. The veſſel ſurrendered, and proved to be the Valeur, from St Domingo, with a very valuable cargo on board. Her force was greatly ſuperior to the Favourite, ſhe having twenty nine-pounders, and four twelve-pounders, and one hundred and ten men; whereas the ſloop had only ſixteen ſix-pounders, and four three-pounders, and the ſame number of men. The enemy expected the Favourite would attack them on the larboard ſide, and made preparations accordingly: this being perceived by Captain Edwards, he attacked them on the ſtarboard ſide, which threw them into ſuch confuſion, that they never recovered from it during the action. Too much praiſe could not be given to Captain Timothy Edwards for his bravery on this occaſion;

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* One of theſe was an advertiſement, fixed on the moſt public ſpot in the market-place, and on the dock-gates——"To be ſold, eight French ſhips of war. "For further particulars, enquire of Vice-Admiral Broderick."

and ſo ſenſible was Admiral Boſcawen of his great merit, that when the Valeur was purchaſed by Government, made a poſt ſhip, and put in commiſſion, he beſtowed on him the command of her. In the action, the Valeur had thirteen men killed, and nine wounded. Her cargo conſiſted of ſugar, coffee, and indigo. The Favourite had only ſeven men wounded; but ſuffered much in her hull, maſts, yards, and rigging.

On the 1 5th of May, the Glaſgow, commanded by Captain Wilkinſon, fell in with L'Oiſeau, a French frigate of twenty-ſix guns, and engaged her very ſmartly for ſome time: but the enemy directing their fire chiefly at the Glaſgow's rigging, which they damaged very much, they ſet all the ſail they could crowd, and by that means eſcaped into Port St Pierre, in the iſland of Sardinia, after loſing a great many men in the action. The Glaſgow had one man killed, and ten wounded.

The Tartar's Prize, Captain Baillie, in the month of April, after an obſtinate engagement, took a large French ſhip of thirty-ſix guns, and carried her into Cagliari. She afterwards, on her voyage back to Gibraltar, having ſome ſhips under convoy, unfortunately ſtarted a plank; and, notwithſtanding every effort, ſhe ſunk. The Captain and crew were ſaved.

## TRANSACTIONS AT AND NEAR HOME.

Owing to the mighty and continued threats of the enemy, their ports and coaſts were ſo well watched, that they did not carry on their immenſe preparations unperceived. During the winter and ſpring months, many cruizing ſhips were ſent to keep a ſharp look-out, off all their principal ſea-ports. Theſe were fortunate enough to pick up a great number of neutral veſſels, which were proceeding to ſupply them with all ſorts of naval and military ſtores. The French aſſerted at every court in Europe, that, from the powerful ſquadrons which England had ſent to different parts of the world, ſhe would not be able to have a fleet in the channel this year equal to what they had at Breſt. Greatly, however, were the French Miniſtry aſtoniſhed, when they learned, that Sir Edward Hawke, with a fleet of twenty-five ſail of the line and many frigates, (See Note 147.), had taken his ſtation off that port the beginning of June. While the Admiral kept cruizing at ſome leagues diſtance with his fleet, he detached the Honourable Captain Hervey in the Monmouth, and ſome ſmaller ſhips of war, to anchor cloſe to the harbour's mouth; ſo that, while he could obſerve all their motions within, he intercepted every veſſel which endeavoured to enter it. As the French deſigned to make their principal embarkation of troops at Vannes in Lower Britanny, they had aſſembled a great number of tranſport veſſels in the Morbian; but to prevent them from ſtirring, Sir Edward Hawke detached Captain Reynolds in the Firm, having under his command three ſhips of fifty guns, ſeven frigates and a fire-ſhip, with orders to watch their motions. This blockade continued all the ſummer; and, when the Firm grew ſo foul as to render it neceſſary for her to go to England to refit, Captain Duff, of the Rocheſter, relieved Captain Reynolds. (See Note 148.)

The Achilles, Captain Barrington, for ſome time compoſed a part of this little ſquadron, and was very active on this ſtation. In the month of September, ſome French veſſels making for the Morbian, were chaſed into a bay near the entrance of that harbour. It being reſolved to attempt to cut them out or deſtroy them, a pilot undertook to conduct in the ſhips: but not having a ſufficient knowledge of the coaſt, the Achilles, which was the leading ſhip on this ſervice, in going into the bay, ran on a ſunken rock with great force, and made ſo much water that it was imagined the crew could not prevent her from ſinking. By ſuperior ſkill and good ſeamanſhip, however, ſhe was conducted to Plymouth. Admiral Hawke ordered two frigates to keep cloſe by her, to be ready to ſave the crew, and to afford all the aſſiſtance in their power. When the Achilles got into the Sound, ſhe hoiſted the ſignal of diſtreſs, whereupon a number of boats full of men were immediately ſent off to her; and, by the time ſhe got up the Hamoaze, was completely unrigged, and her guns taken out. Still all the pumps were obliged to be kept at work, as they had more difficulty to keep the ſhip up than ever; at laſt after much labour ſhe was got into dock. When left dry, a large hole was found in her bottom; which, it was ſuppoſed, had been occaſioned by a piece of rock that had ſtuck in it, but which had fallen out when ſhe was unrigging. This accident deprived Captain Barrington of a ſhare of the laurels gained on the 20th of November.

As Havre de Grace was the port from whence the enemy planned a ſecond debarkation of troops; and as the diſtance from England was but ſhort, they deſigned to tranſport their armament in flat-bottomed boats of a particular conſtruction, and which they called Prames *. They had formed at that place large magazines of materials for building a great number of theſe veſſels; a work they had been employed in for ſeveral months. A great many of theſe prames were already built; many more on the ſtocks; and, in ſhort, they were making ſuch advances in this ſcheme, as excited the attention of our Miniſtry, who determined to ſend a ſquadron, attended by a fleet of bomb-ketches, to endeavour to deſtroy theſe veſſels and magazines by means of a bombardment. The place having been well reconnoitred by engineers, they gave it as their opinion, that the thing was practicable. Accordingly, Rear-Admiral Rodney was ſent with a ſquadron on this ſervice (See Note 149.); and, in a letter to the Secretary of the Admiralty, he gave the following account of his ſucceſs:

" *Achilles, off Havre de Grace, July 6th* 1759.

" SIR,

" His Majeſty's ſhips and bombs under my command ſailed " from St Helen's in the morning of the 2d inſtant, and with " a favourable wind and moderate weather, anchored the day " following in the great road of Havre; where, having made " the diſpoſitions to put their Lordſhips orders in execution, " the

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* Theſe prames or flat-bottomed boats, are about one hundred feet long, twenty-four broad, and ten deep; have a deck, and carry two pieces of cannon; have one maſt, and are conſtructed to uſe their ſails or oars as occaſion may require. Some will carry three hundred men with their baggage; others fifty cavalry complete.

" the bombs proceeded to place themſelves in the narrow chan-" nel of the river leading to Honfleur, it being the moſt proper " and only place to do execution from. About ſeven in the " evening, two of the bombs were ſtationed, as were all the " reſt early next morning, and continued to bombard for fifty-" two hours, without intermiſſion, with ſuch ſucceſs, that the " town was ſeveral times in flames, and their magazines of " ſtores for the flat-bottomed boats, burnt with great fury for " upwards of ſix hours, notwithſtanding the continual efforts " of ſeveral hundred men to extinguiſh it. Many of the boats " were overturned and damaged by the exploſion of the ſhells. " During the attack, the enemy's troops appeared very numer-" ous, were continually erecting new batteries, and throwing " up intrenchments. Their conſternation was ſo great, that all " the inhabitants forſook the town.

" Notwithſtanding this ſmart bombardment, I have the plea-" ſure to acquaint you, that the damage done us by the enemy, " has been very inconſiderable, though numbers of their ſhot " and ſhells fell, and burſt among the Bombs and boats. I " am," &c.

On this occaſion, nineteen hundred ſhells were thrown, and one thouſand one hundred and fifty carcaſſes. The mortars, from the long and quick firing, were rendered quite unſerviceable. The enemy's loſs was very conſiderable, many of their flat-boats being burnt, and others ſo greatly damaged, that it would require a length of time to have them properly repaired. Although ſeveral of their principal magazines were conſumed; yet the enemy boaſted that they would ſoon be able to put their veſſels in as good a condition as before the bombardment, and did not relinquiſh their ſcheme of invading Great Britain. Rear-Admiral Rodney, with a ſquadron of frigates, kept watching their motions here the remainder of this year, making many prizes of neutral ſhips going to Havre de Grace with naval and military ſtores.

Sir Edward Hawke continued with unremitting activity to cruize off Breſt, and occaſionally detached ſmall ſquadrons to ſcour the enemy's coaſts; ſo that they were forced to keep all the war ſhips in their harbours; and of the merchant ſhips which ventured out, moſt of them fell into the hands of the Britiſh. The Admiral detached Captain Keppel with a ſmall ſquadron to Baſque road, to attack any ſhips the enemy might have there, or at the Iſle of Aix; but not finding any, he rejoined the fleet. His Royal Highneſs Prince Edward, ſerved part of the ſummer as a Midſhipman on board the Magnanime; but, being appointed Captain of the Phœnix, he returned to England to join his ſhip. Captain Hervey ſtill kept his ſtation cloſe to the mouth of the harbour of Breſt, in ſight of the French fleet, which he frequently inſulted by taking ſome veſſel in their view. Having on the 1ſt of July, cut out ſome neutral veſſels in Cameret-bay, which were laden with naval ſtores, M. de Conflans determined to drive him from his poſt. Accordingly, on the following day, the enemy ſent out four ſhips of the line to attack him; the French fleet, at the ſame time, appearing ready to ſecond the attack in caſe of need. Captain Hervey's force ſeldom exceeded two ſhips of the line, with a few frigates and ſloops. Notwithſtanding the enemy's ſuperiority, he diſdained to fly; but, with the utmoſt undaunted courage, ſlipped his cable, and went to meet them halfway; on which they tacked about and made off. He purſued, and came ſo near their ſternmoſt ſhip, as to be able to bring on a ſhort action; but having only a little way to go before ſhe was under the protection of numberleſs batteries of heavy cannon, the Captain was obliged to deſiſt from the purſuit, and return to his old ſtation. The cannonade brought Sir Edward and his fleet to Captain Hervey's aſſiſtance; which circumſtance induced M. de Conflans to furl his topſails, and re-moor his ſquadron. It was afterwards learned, that had the four ſhips ſucceeded either in taking Captain Hervey, or in driving him from his ſtation, they were then to have ſailed to the Morbian, and to have attacked our little ſquadron there, which they made certain of cruſhing; after which they were to have eſcorted the French army, which was ready to embark on board the tranſports to their deſtination.

Soon after this exploit, Captain Hervey, with the boats of his little ſquadron, aſſiſted by the Pallas frigate, cut out four Swediſh ſhips from under a ſtrong battery, at the entrance of Breſt harbour. Theſe veſſels were laden with naval ſtores for the French fleet.

On the 15th of September, he landed his marines and a few ſeamen on the little iſland of Molines, and laid the inhabitants under contribution of a few cattle, ſome other freſh ſtock, and ſome vegetables. The prieſt of the place made ſtrong repreſentations in behalf of his pariſhioners, who, he aſſured Captain Hervey, were wretchedly poor; and begged of him to deſiſt from his demand. Captain Hervey replied to him, "That he was ſorry to diſtreſs the poor inhabitants: But, "what he now did, was to ſhow the enemy, and all Europe, "that the French could not protect their people in their own "ſight, much leſs dare the invaſion of England."

On the 28th of September, Captain Hervey went in his own barge, attended by four others, into a ſmall bay near the entrance of Breſt harbour, where he boarded and cut out Le Mercure, a tender belonging to M. de Conflans, of four guns. In towing her off, they were expoſed to very great danger, being fired at from a number of batteries, both of cannon and mortars, beſides muſketry from a numerous body of troops drawn up along ſhore. The Captain, to reward the brave fellows who accompanied him on this ſervice, generouſly gave up his ſhare of the prize and head-money to them. The Monmouth now becoming very foul and leaky, Captain Hervey was reluctantly obliged to quit his ſtation, where he had acquired great applauſe for his vigilance and bravery, and returned to England; by which he was deprived of his ſhare of the laurels which the fleet earned on the 20th of November.

The tempeſtuous ſeaſon now coming on, the French, ſo far from being deterred from proſecuting their ſcheme of an invaſion, hoped to be the better able to carry it into execution; well knowing, that it was not always poſſible for our fleet at ſuch a time to keep the ſea. They intended, therefore, the moment the coaſt was clear, to come out; in hopes of being able to carry their point before the Britiſh fleet could come up with them to diſconcert their project.

A violent gale of wind forced Sir Edward Hawke from his ſtation into Torbay, on the 9th of November. This gale ſaved M. de Bompart and his ſquadron, who muſt otherwiſe have fallen in with the Britiſh fleet. Contrary to his expectations, he arrived ſafe in Breſt. His fleet was immediately ſtripped of its men, which proved a timely recruit to that of M. de Conflans. The Ramillies, the ſhip in which Sir Edward Hawke had his flag all the ſummer, was now ſo foul and leaky, that that ſhe was obliged to return to port to refit: he therefore hoiſted his flag on board of the Royal George.

The ſafe arrival of M. de Bompart, convinced M. de Conflans that the Britiſh fleet had been forced from their ſtation: he therefore ventured to leave his aſylum on the 14th. Sir Edward Hawke the ſame day put to ſea from Torbay; and on the 15th, was informed by Captain M'Cleverty of the Gibraltar*, that the Breſt fleet were failed, and that they had been ſeen twenty-four leagues N. W. of the iſland of Belleiſle, ſteering S. E. This news was received with great joy, and every ſhip prepared for action. Sir Edward Hawke made for Quiberon-bay with a preſs of ſail, rightly judging that M. de Conflans would ſteer for that place, in order to liberate the fleet of tranſports which Commodore Duff kept cloſely blocked up in the Morbian. But in this deſign he was frequently thwarted by contrary winds, which drove him conſiderably to the weſtward. This was an inexpreſſible mortification to men panting for action, who had long blocked up the French ſquadron, and had reaſon to be apprehenſive, now that they had ventured out, that they might eſcape them at ſea, or perhaps gain ſome other port, where the toil of watching them would be renewed.

On the 19th, the wind at laſt became fair; when Sir Edward

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* It is not a little remarkable, that the ſame Captain, in the ſame ſhip, ſhould in the ſame year diſcover two ſtrong fleets of the enemy, and that by his means both of them ſhould have been defeated, viz. M. de la Clue in the Mediterranean, and M. de Conflans.

ward Hawke ordered the Maidſtone and Coventry frigates ahead of the fleet, the one on the ſtarboard, and the other on the larboard bow. Early in the morning of the 20th, he ordered the Magnanime ahead to make the land. About half an hour after eight, the Maidſtone made the ſignal for ſeeing a fleet; and, ſoon thereafter, the Magnanime made the ſignal that they were enemies. Sir Edward Hawke immediately made the ſignal for a line-of-battle abreaſt, in order to draw the ſhips that were aſtern up with him; and ſoon afterwards, he made the ſignal for the ſeven ſhips neareſt the enemy to chaſe, draw into a line-of-battle ahead, and to endeavour to ſtop them, until the reſt of the ſquadron could get up, hoping by this means to bring on a general engagement. When the Maidſtone firſt got ſight of the enemy's fleet, they were in chaſe of Commodore Duff's ſquadron, which they would ſoon have overpowered.

On their diſcovering Sir Edward Hawke's fleet, they fell into great confuſion, but ſeemed at laſt to come to a determination to fight. They recalled their ſhips that were in chaſe of Commodore Duff's ſquadron, and endeavoured to form a line. Every one thought, from the equality of the two ſquadrons, the battle would be long and bloody; yet in all the Britiſh fleet, there was not a ſailor but reckoned on victory. The diſpoſition of the enemy was of great ſervice to us, as, while they were forming their line, our ſhips approached them faſt. When nearly up with them, M. de Conflans ſeemed to have changed his plan of operations; and inſtead of waiting to engage the Britiſh fleet, he made off. They were then near their own coaſt, with the dangers of which they were well acquainted, and at the ſame time knew how to avoid them. Perhaps M. de Conflans imagined, that getting the Britiſh fleet to follow his among the rocks and ſhoals with which the ſhore abounds, and of which we were in a great meaſure ignorant, was the beſt and ſureſt expedient he could fall upon to defeat it, eſpecially as the weather was tempeſtuous, and the day almoſt at the ſhorteſt. The enemy endeavoured to keep their fleet together, and ſteered right before the wind for the ſhore, which was not more than four leagues to leeward.

At two o'clock, they began to fire at our headmoſt ſhips; and about half an hour afterwards, the Warſpight and Dorſetſhire being cloſe up with the enemy's rear, Sir Edward Hawke made the ſignal for engaging. Soon after the Revenge, Magnanime, Torbay, Montague, Reſolution, Swiftſure, and Defiance, came into action. The battle now raged with great fury. The Formidable, in which was M. du Verger, the French Rear-Admiral, was attacked by the Reſolution, when, after ſuſtaining a ſevere cannonade from her, and a broadſide or two from every Britiſh ſhip as they paſſed, the Formidable ſtruck about four o'clock. Captain Speke ſent his boats and took poſſeſſion of her. The loſs of men on board the Formidable was dreadful; M. du Verger, and upwards of two hundred men, being killed. Meanwhile, the Admiral, Vice-Admiral, and all the ſhips in the rear, uſed every means in their power to get into action. The Theſée ſuſtained a warm action with the Magnanime; but the latter being diſabled, by one of our ſhips running foul of her, ſhe fell aſtern. The Theſée was then attacked by the Torbay, Captain Keppel, the former of which ſoon after went to the bottom. This melancholy accident happened through a piece of ſelf-pride of her Captain, who had ordered his lower tier of guns to be run out when he firſt engaged with the Magnanime; and ſoon after he began to engage the Torbay, a heavy ſquall of wind came on. Having omitted to order his lower ports to be ſhut, and the pilot informing him, that the veſſel was by this means ſhipping a great deal of water; he was piqued at being taught his duty, perſiſted in keeping the ports open, and ſoon after, the Theſée ſunk. Of a crew which conſiſted of eight hundred men, only twenty were ſaved; theſe were picked up the next morning by the Britiſh from the topmaſts of the wreck, which appeared above water. Before this accident, her Captain, M. de Kerſaint, was eſteemed a good officer. Owing to the ſame cauſe, the Torbay was in the greateſt danger of a ſimilar fate; when Captain Keppel, by ſuperior ſeamanſhip, and ordering the lower ports to be ſhut, ſaved the ſhip; but a great deal of the Torbay's powder was ſpoiled, which obliged Captain Keppel to order his men, when they were going to engage the Theſée, not to throw away a ſhot. Soon after this, the enemy's ſhip the Superbe went to the bottom, ſuppoſed to have periſhed from the ſame cauſe which proved fatal to the Theſée.

Sir Edward Hawke was extremely anxious to get along-ſide of the Soleil-Royal, on board of which was M. de Conflans; but the French Admiral, not reliſhing ſuch a potent antagoniſt, kept going off, leaving the rear of his fleet engaged.—Lord Howe in the Magnanime, ſoon got cloſely engaged with the unfortunate Theſée; when the Warſpight eagerly puſhing on, in order to ſtop the enemy's van from getting off, ran foul of his ſhip. The Magnamine and Warſpight were ſoon ſeparated, without ſuſtaining much damage from each other. His Lordſhip then renewed the attack of the Theſée, when being again run foul of by the Montague, the foreyard of his ſhip was carried away. The enemy's ſhip made off; and, before the two veſſels could get clear of each other, ſhe was out of reach, to the great grief of Lord Howe, who was heard to exclaim, that by this unlucky diſaſter, they would loſe their ſhare of the glory of the day. But obſerving the French Heros to leeward, and ſomewhat diſabled, he bore down ſo cloſe upon her, that, in ranging along-ſide, he carried away the fluke of one of his anchors. He attacked this ſhip with the greateſt bravery, and ſoon compelled her to ſtrike. She came to an anchor; but it blowing very hard, no boat could be ſent on board of her: and her Captain run her aſhore in the night, and landed his men. The Britiſh ſhips had now got well up with the enemy's fleet. The Royal George was in the centre firing at every ſhip within reach. The Vice-Admiral, Mars, Hero, &c. were all puſhing hard to come in for a ſhare of the glory of the day. A little before night, the enemy's fleet divided; and M. de Beaufremont, the French Vice-Admiral*, with the Tonnant, Orient, Intrepide, Magnifique, Dauphin

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* This is taken from the journal of an officer of knowledge and experience.

Royal, Juſte†, Dragon, Brilliant, and Bizarre, went off to the ſouthward, within the Four-bank, ſuppoſed with a deſign to draw the Britiſh after them, in order to lead them on the bank. Sir Edward Hawke judged rightly in not purſuing them. The daylight was almoſt gone; and being on an enemy's coaſt, of which he was in a great meaſure ignorant, ſurrounded with iſlands, rocks, and ſhoals, no pilots on board, that would take charge of the ſhips, and, in addition to theſe, a lee ſhore, and ſtormy weather, he made the ſignal for the fleet to come to an anchor. Darkneſs alone ſaved the remainder of the enemy's fleet, and put an end to the action. A few hours more day light, and probably they would all have been taken or deſtroyed.

From a groſs defect or impropriety in the night ſignals then in uſe, and which were eſtabliſhed by the authority of the Admiralty, the very ſalutary meaſure adopted by Sir Edward Hawke, of bringing the fleet to an anchor at the time he did, might have been attended with the moſt fatal conſequences, and might have proved the deſtruction of the victorious fleet of Britain. By theſe inſtructions, the ſignal to anchor by night was, two guns fired from the Admiral's ſhip, without lights, or other means being uſed by which they could be diſtinguiſhed from any other guns firing at the ſame time. It is very obvious, therefore, that towards the concluſion of a battle, only terminated by the want of light, there muſt be firing on all ſides; and that conſequently, two guns fired from the Admiral's ſhip, could not, in ſuch a ſituation, be diſtinguiſhed as a ſignal. The obedience to ſuch a confuſed order was ſuch as might have been expected: only a few of the ſhips which were near the Admiral, knew any thing of his having anchored: the others either ſtood out to ſea, or anchored on different places of the coaſt, as they were urged to that meaſure by neceſſity. From this divided ſtate of the Britiſh fleet, it is evident, that had the French ſhips kept in a collective body, which they ought to have done, by following the route of M. de Beaufremont within the Four-bank, they might have attacked the few ſhips which remained at anchor near Admiral Hawke, in the morning of the 21ſt, with ſuch ſuperior force as muſt have given them a deciſive and complete victory.

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† She was wrecked the next day at the mouth of the river Loire.

Theſe facts ſuggeſt ſome very ſerious and important reflections on the ſubject of ſignals; as, in this inſtance, they appear to be of ſo much conſequence, that by a defect in them alone, Britain might have been expoſed to an invaſion, and France left miſtreſs of the ſea, notwithſtanding the efforts of a ſkilful and gallant commander, ſeconded by the exertions of the moſt active and intrepid ſeamen embarked in a ſuperior fleet. It perhaps may be matter of ſurprize to ſome of the inhabitants of this iſland to be informed, that the ſame ſignals are ſtill in force, and continue to direct the evolutions of the Britiſh fleet*; and that they were formed during the laſt century. It may alſo appear ſtrange, that among all the various improvements which have pervaded naval affairs ſince that time, no Lord High Admiral, or Board of Admiralty, have ever beſtowed ſufficient time in conſidering of a proper change in this part of the ſea-ſervice. If it proceeds from want of ſufficient power in the Admiralty to make the alterations, ſo much wanted, no time ought to be loſt in applying to Parliament to inveſt them with the neceſſary authority, ſo as to have the naval inſtructions thoroughly examined, and a new code drawn up containing the neceſſary alterations; which code ſhould be inſpected and approved of by a Court of Inquiry, conſiſting of the beſt informed naval officers. To ſome, this may appear trifling; but the firſt naval characters in the kingdom know it to be a matter of ſuch moment to Britain, that on it the ſafety of her fleets, by night as well as day, and the proper management of them in time of battle or other danger, in a great meaſure depends.

The ſtrong contrary winds which had baffled the Britiſh fleet when in purſuit of the enemy, likewiſe retarded the progreſs of M. de Conflans, and proved the means of ſaving the little ſquadron under the command of Commodore Duff, who firſt received ed intelligence of the Breſt fleet having put to ſea, from Captain Nightingale of the Vengeance, on the morning of the 20th, and who luckily reached Quiberon before the enemy appeared. On entering the bay, he fired his guns as faſt as poſſible. The Commodore knew the meaning of the firing; and immediately made the ſignal for his ſquadron to cut their cables. In a few minutes they were under way. He attempted to get out to ſea by the north end of Belleiſle; but, the wind ſhifting, the Belliqueux was the only ſhip of the ſquadron that could make off by that paſſage. He then tried to eſcape by the ſouth end of the iſland; in doing of which, he was obſerved by M. de Conflans, who immediately made the ſignal to chaſe. The Chatham, ſailing very badly, was almoſt within gun-ſhot of a French ſhip of ſeventy-four guns, when a man on the main-top-gallant-yard of the Rocheſter, called out that he ſaw a ſail; and, preſently after, that he ſaw a fleet *. They were ſoon diſcovered to be friends, on which Commodore Duff made the ſignal for his ſquadron to tack and chaſe the enemy. This unexpected manœuvre at firſt aſtoniſhed the French; but preſently diſcovering the cauſe, M. de Conflans recalled his chaſing ſhips, which were now chaſed in turn by Commodore Duff's ſquadron, who, in the courſe of the day, joined Sir Edward Hawke, and was very active in contributing to the enemy's defeat. The night of the 20th proved extremely dark and boiſterous, and during it, many guns of diſtreſs were heard; but, whether fired by friends or foes, the roughneſs of the ſea prevented any aſſiſtance being ſent them by boats. In the morning of the 21ſt, the ſcene which preſented itſelf was terrible. The Reſolution was aſhore and wrecked; alſo the French Heros † on the Four-bank.

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* 1790.

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* When the fleet were diſcovered to be friends, the joy on board the Rocheſter was ſo great, that they gave three cheers; and ſcarce a man but threw his hat overboard, as a ſort of defiance to the enemy. The other ſhips of this little fleet followed the example ſet them by the Commodore's ſhip.

† This ſhip had ſubmitted to the Magnanime, and come to an anchor; but in the night, her Captain run her aground, and with her crew eſcaped on ſhore.—They were demanded as priſoners of war by Sir Edward Hawke. This brought on a curious correſpondence between Sir Edward and the Duc d'Aiguillon, the Governor of Britanny. (See Note 152.)

bank. The Soleil Royal having, during the night, come to an anchor in the midſt of our fleet, as ſoon as day-light enabled her to ſee her ſituation, ſhe ſlipped her cable, and endeavoured to make off, but got aſhore near to the town of Croiſie, where ſhe was loſt. As ſoon as ſhe was obſerved to be in motion, Sir Edward Hawke made the ſignal for the Eſſex to ſlip and purſue her, which was immediately obeyed; but, in the purſuit, ſhe unfortunately got on the Four-bank, and was wrecked. When the French Vice-Admiral went off to the ſouthward with a part of their fleet, the Glorieux, Robuſte, Northumberland, Inflexible, Eveillé, Sphinx, Solitaire, Veſtale, Aigrette, Calipſe, and Le Prince Noir, ſtood to the northward, and retired to the mouth of the river Vilaine, (See Note 150.); where, by taking out the guns, ſtores, &c. and lightening the ſhips as much as poſſible, they, on the 21ſt, by taking advantage of the flood-tide, and the wind under the land, got into that river, from whence ſeveral of them could never be brought out again. For this piece of ſervice, M. Villars de la Broſſe, the commanding officer of this ſquadron, was diſgraced, and baniſhed to the caſtle of Saumar. On the 22d, Sir Edward Hawke ordered the Soleil Royal and Heros to be ſet on fire.

Thus was this mighty and much boaſted armament defeated and diſperſed; in doing of which, the Britiſh loſs was inconſiderable. The number of men killed in this action did not exceed fifty; and the wounded, about two hundred and fifty.—The only officer killed, was Lieutenant Price of the Magnanime: and the only one wounded, was Captain Baird of the Defiance, who had a finger ſhot off. The letter wrote by Sir Edward Hawke on this occaſion to the Secretary of the Admiralty, gives ſo juſt and modeſt an account of this glorious engagement, and the reaſons which induced him to run ſuch prodigious riſks in order to deſtroy ſo great a force of the enemy, that it would be unpardonable not to give that letter at full length, as it appeared in the London Gazette. (See Note 150.)

“ *Royal George, off Penris Point, November 24th 1759.*

“ SIR,

“ In my letter of the 17th by expreſs, I deſired you to ac-
“ quaint

" quaint their Lordſhips with my having received intelligence " of eighteen ſail of the line and three frigates of the Breſt ſquadron being diſcovered about twenty-four leagues to N. W. " of Belleiſle, ſteering to the eaſtward; all the priſoners, however, agree, that on the day we chaſed them, their ſquadron " conſiſted of four ſhips of eighty, ſix of ſeventy-four, three of " ſeventy, eight of ſixty-four, one frigate of thirty-ſix, one of " thirty-four, and one of ſixteen guns, with a ſmall veſſel to " look out. (See Note 150.) They ſailed from Breſt the 14th " inſtant, the ſame day I ſailed from Torbay. Concluding that " their firſt rendezvous would be Quiberon, the inſtant I received the intelligence, I directed my courſe thither with a " preſt ſail. At firſt, the wind blowing hard at S. by E. and " S., drove us conſiderably to the weſtward. But, on the 18th " and 19th, though variable, it proved more favourable. In " the mean time, having been joined by the Maidſtone and Coventry frigates, I directed their commanders to keep ahead of " the ſquadron, one on the ſtarboard, the other on the larboard-" bow. At half paſt eight o'clock in the morning of the 20th, " Belleiſle by our reckoning bearing E. by N. a quarter N., the " Maidſtone made the ſignal for ſeeing a fleet. I immediately " ſpread abroad the ſignal for a line abreaſt, in order to draw " all the ſhips of the ſquadron up with me; I had before ſent " the Magnanime ahead to make the land. At three quarters " paſt nine, ſhe made the ſignal for an enemy. Obſerving, on " my diſcovering them, that they made off, I threw out the ſignal for the ſeven ſhips neareſt them to chaſe, and draw into a " line of battle ahead of me, and endeavour to ſtop them till " the reſt of the ſquadron ſhould come up, who were alſo to " form as they chaſed, that no time might be loſt in the purſuit. " That morning they were in chaſe of the Rocheſter, Chatham, " Portland, Falkland, Minerva, Vengeance, and Venus, all of " which joined me about eleven o'clock; and, in the evening, " the Sapphire from Quiberon-bay. All the evening we had " very freſh gales at N. W. and W. N. W. with heavy ſqualls. " M. de Conflans kept going under ſuch ſail as all his ſquadron " could carry, and, at the ſame time, keep together; while we

" crowded after him with every ſail our ſhips could bear. At " half paſt two P. M., the fire beginning ahead, I made the ſig- " nal for engaging. We were then to the ſouthward of Belle- " iſle; and the French Admiral headmoſt, ſoon after led round " the Cardinals while his rear was in action. About four o'- " clock, the Formidable ſtruck; and, a little after, the Theſée " and Superbe were ſunk. About five, the Heros ſtruck, and " came to an anchor; but it blowing hard, no boat could be " ſent on board her. Night was now come on, and being on a " part of the coaſt, among iſlands and ſhoals, of which we were " totally ignorant, without a pilot, as was the greateſt part of " the ſquadron, and blowing hard on a lee ſhore, I made the " ſignal to anchor, and came-to in fifteen fathom water, the " iſland of Dumet bearing E. by N. between two and three " miles, the Cardinals W. half S., and the ſteeples of Croizie " S. E., as we found in the morning.

" In the night, we heard many guns of diſtreſs fired; but " blowing hard, want of knowledge of the coaſt, and whether " they were fired by a friend or an enemy, prevented all means " of relief.

" By day-break, on the 21ſt, we diſcovered one of our ſhips " diſmaſted aſhore on the Four; the French Heros alſo, and " the Soleil Royal, which under cover of the night had an- " chored among us, cut and run aſhore to the weſtward of " Croizie. On the latter's moving, I made the Eſſex's ſignal to " ſlip and purſue her; but ſhe unfortunately got upon the Four, " and both ſhe and the Reſolution are irrecoverably loſt, not- " withſtanding we ſent them all the aſſiſtance the weather " would permit. About fourſcore of the Reſolution's com- " pany, in ſpite of the ſtrong remonſtrances of their Captain, " made rafts, and with ſeveral French priſoners belonging to " the Formidable, put off, and I am afraid drove out to ſea. " All the Eſſex's are ſaved, (with as many of the ſtores as poſ- " ſible), except one Lieutenant and a boat's crew; who were " drove on the French ſhore, and have not ſince been heard of. " The remains of both ſhips are ſet on fire. We found the " Dorſetſhire, Revenge, and Defiance, in the night of the 20th,

" put out to ſea; as I hope the Swiftſure did, for ſhe is ſtill " miſſing. The Dorſetſhire and Defiance returned next day, " and the latter ſaw the Revenge without. Thus what loſs we " have ſuſtained, has been owing to the weather, not the enemy; ſeven or eight of whoſe line-of-battle ſhips got to ſea, I " believe, the night of the action. As ſoon as it was broad daylight in the morning of the 21ſt, I diſcovered ſeven or eight " of the enemy's line of battle ſhips at anchor, between Point " Penris and the river Villaine; on which I made the ſignal to " weigh, in order to work up and attack them; but it blowed " ſo hard from the N. W., that, inſtead of daring to caſt the " ſquadron looſe, I was obliged to ſtrike top-gallant-maſts. " Moſt of thoſe ſhips appeared to be aground at low water; but " on the flood, by lightening them, and the advantage of the " wind under the land, all, except two, got that night into the " river Villaine.

" The weather being moderate on the 22d, I ſent the Portland, Chatham, and Vengeance, to deſtroy the Soleil Royal " and Heros. The French, on the approach of our ſhips, ſet " the firſt on fire; and, ſoon after, the latter met with the ſame " fate from our people. In the mean time, I got under way, " and worked up within Penris Point, as well for the ſake of " its being a ſafer road, as to deſtroy, if poſſible, the two ſhips " of the enemy which lay without the Villaine; but before the " ſhips I had ſent ahead for that purpoſe could get near them, " being quite light, and with the tide of flood, they got in.

" All the 23d, we were employed reconnoitring the entrance " of the river, which is very narrow; and only twelve feet water on the bar, at low water. We diſcovered ſeven or eight " line of battle ſhips about half a mile within, quite light, and " two frigates moored acroſs to defend the entrance of the river. Only the frigates appeared to have guns in. By evening, I had twelve long-boats fitted as fire-ſhips, ready to attempt burning them, under cover of the Sapphire and Coventry; but the weather being bad, and the wind contrary, obliged me to defer it, till at leaſt the latter ſhould prove more fa-

"vourable. If they can by any means be deſtroyed, it ſhall be "done.

"In attacking a flying enemy, it was impoſſible, in the ſpace "of a ſhort winter's day, that all our ſhips ſhould be able to get "into action, or all thoſe of the enemy brought to it. The "Commanders and companies of ſuch as did come up with the "rear of the French on the 20th, behaved with the greateſt in-"trepidity, and gave the ſtrongeſt proofs of a true Britiſh ſpirit. "In the ſame manner, I am ſatisfied, would thoſe have acquit-"ted themſelves, whoſe bad going ſhips, or the diſtance they "were at in the morning, prevented from getting up. Our loſs "by the enemy is not conſiderable; for in the ſhips which are "now with me, I find only one Lieutenant and thirty-nine ſea-"men and marines killed, and about two hundred and two "wounded. When I conſider the ſeaſon of the year, the hard "gales of wind on the day of action, a flying enemy, the ſhort-"neſs of the day, and the coaſt we were on; I can boldly af-"firm, that, all that could poſſibly be done, has been done. "As to the loſs we have ſuſtained, let it be placed to the ac-"count of the neceſſity I was under, of running all riſks to "break this ſtrong force of the enemy. Had we had two hours "more day-light, the whole had been totally deſtroyed or taken, "for we were almoſt up with their van when night overtook us.

"Yeſterday came in here the Pallas, Fortune ſloop, and Pro-"ſerpine fire-ſhip. On the 16th, I had diſpatched the Fortune "to Quiberon, with directions to Captain Duff to keep ſtrictly "on his guard. In the way thither, ſhe fell in with the Hebé, "a French frigate of forty guns, under jury-maſts, and fought "her ſeveral hours. During the engagement, Lieutenant "Stuart, ſecond of the Ramillies, whom I had appointed to "command her, was unfortunately killed: the ſurviving officers, "on conſulting together, reſolved to leave her, as ſhe proved too "ſtrong for them. I have detached Captain Young (See Note "153.), to Quiberon-bay with five ſhips, and am making up a "flying-ſquadron, to ſcour the coaſt to the Iſle of Aix, (See "Note 154.), and, if practicable, to attempt any of the enemy's "ſhips that may be there. I am, &c. ED. HAWKE."

When it became publicly known that the French fleet had ſailed from Breſt, the whole kingdom were in a ferment, and anxious for the event. Yet great as was the cauſe for this alarm, it was far from producing diſmay, hurry or confuſion. The Miniſter took every precaution to make the people eaſy: his meaſures for defence were cool and vigorous. Rear-Admiral Geary was immediately detached with a ſtrong reinforcement of ſhips to Sir Edward Hawke, (See Note 150.); but he was not ſo fortunate as to join him before the overthrow of M. de Conflans. Every ſhip of war capable of putting to ſea, thoſe juſt arrived from the Weſt Indies, North America and the Mediterranean, not excepted, were ordered to be ready at a moment's warning. In ſhort, had the enemy given the ſlip to Sir Edward Hawke at ſea, Adminiſtration took ſuch ſteps, as would ſoon have convinced them, that Britain ſtill poſſeſſed another fleet ſufficiently ſtrong to defeat their ambitious projects of an invaſion. Indeed, ſuch a truly patriotic ſpirit diffuſed itſelf throughout the Britiſh officers, that each ſeemed to expreſs an ardent deſire to diſtinguiſh himſelf in the ſervice of his country; the greateſt alacrity was diſplayed; every one, without waiting for orders, proffered his aſſiſtance where he thought it was moſt wanted; well knowing, that at ſuch a critical time, a moment's delay might have defeated their generous intentions: add to this, ſuch an univerſal harmony pervaded every department, as muſt infallibly have crowned our endeavours with ſucceſs. What ſtronger inſtance can be given of this, than in the conduct of Vice-Admiral Saunders? who being in the chops of the channel on his return from the conqueſt of Quebec, there learned that the Breſt fleet were ſailed, and that Sir Edward Hawke was gone in purſuit of them. He had only three ſhips of the line with him, yet he conſidered that even this trifling addition might be of ſervice in attacking ſo great a force as that under M. de Conflans; and judging, too, that the exigency of the caſe was a ſufficient reaſon for him to proceed, without orders, directly to join Sir Edward Hawke, he accordingly ſteered his courſe for Quiberon, with every ſail he could ſet. On board the Admiral's ſhip, was Brigadier-General (now Marquis)

Townſhend. He, like Admiral Saunders, was fired with a love of his country; and, forgetting the toils and dangers of a long and a ſevere campaign, he reſolved to accompany his companion in victory, in hopes of ſharing together in the glory of triumphing over the enemy in Europe, as they had done in America. Nothing could be more laudable than ſuch a conduct; and it is to be lamented that fortune did not ſecond their generous intentions, and permit them to add a ſprig of the laurel ſo nobly earned by Sir Edward Hawke, to the wreathe which they had acquired by their victories at Quebec. It was ſome days after the action before they heard of it; on which Admiral Saunders ſteered for England.

Every Captain, on learning that the Breſt fleet had ſailed, and that Sir Edward Hawke was in purſuit of it, haſtened to Quiberon-bay, in hopes of having a ſhare in defeating the enemy; but the Admiral uſed too much diſpatch for them to enjoy that ſatisfaction. The Fame, Belliqueux, and Southampton, joined him a day or two after the battle. On the 26th, Sir Edward Hawke ſent Commodore Young with a ſquadron to anchor in Quiberon-bay, (See Note 152.); and, on the 28th, he detached the Honourable Auguſtus Keppel with a ſquadron to Baſque-road, to attack ſuch of the enemy's fleet as he might find there: but before he could reach that place, M. de Beaufremont, apprehenſive of ſuch a viſit, had got all his guns out, and retired up the river Charente, where our ſhips had not ſufficient depth of water to follow him; whereupon Captain Keppel rejoined the Admiral. (See Note 153.)

Sir Edward Hawke diſpatched Captain Campbell with the glorious and welcome tidings of the diſcomfiture of the French fleet. The joy of the nation at this event, was great beyond deſcription. Bonfires, illuminations, and every demonſtration of joy, were exhibited from end to end of the kingdom. The King gave Captain Campbell a moſt gracious reception, and ordered him a preſent of 500l. to buy a ſword.

By this glorious victory, all the ambitious projects of France for the invaſion of the Britiſh dominion, vaniſhed into ſmoke: and they were compelled to give up a plan, from the ſucceſs of which they expected to repair all the loſſes they had ſuſtained during the war. Nor did their misfortunes end here; their finances failed them, and they were obliged to ſtop payment on a variety of their funds, which ſo much affected their public credit, that they were now forced to give great premiums to obtain money to carry on the war. In order to keep up the ſpirits of the people, the French Miniſtry publiſhed M. de Conflans' letter, giving an account of the ſea-fight on the 20th of November, (See Note 151.); a performance moſt artfully calculated to deceive them. But they could not ſo eaſily blind the eyes of all Europe, who beheld them diſmantling and paying off their ſhips in the river Vilaine, and dragging their flat-bottomed boats, now almoſt a term of ridicule, up the Seine, ſo as to be out of the reach of our bomb-ſhells, and there to wiat till a more favourable opportunity ſhould preſent itſelf for their being employed with ſome probability of ſucceſs.

Sir Edward Hawke continued to annoy the enemy on the coaſt of France very much; but, notwithſtanding all his endeavours, he could not accompliſh the deſtruction of the ſhips which had taken ſhelter in the river Villaine, (See Note 150.) theſe being removed ſome miles from its entrance, which the enemy had now ſo ſtrongly fortified, as to render all attempts to deſtroy them by means of fire-ſhips, utterly impracticable. Time however effected what force was unequal to: for of all the ſhips of the line which got in there, only three could be brought out: the others, by frequently taking the ground, were rendered ſo totally unſerviceable, that they were obliged to be broke up and ſold.

Admiral Hawke ſent Lord Howe aſhore to the Duc d'Aiguillon, with whom he ſettled an exchange of priſoners; and, ſoon after, ſent Captain Ourry of the Acteon frigate, to endeavour to weigh the guns of the Soleil Royal. The enemy expecting this ſtep, had erected ſome batteries of cannon at Croizic to defend them. Captain Ourry let them know, that if they fired on the people employed on this ſervice, he would return the fire; but this threat had not the effect to make them deſiſt. On this, Captain Ourry not only cannonaded the

place,

place, but cauſed a bomb-ketch to throw ſome ſhells into the town of Croizie, which conſumed a great part of it. The Duc d'Aiguillon remonſtrated againſt theſe proceedings to Sir Edward Hawke; but he perſiſted in defending Captain Ourry's (See Note 154.) conduct; juſtly remarking that the people of Crozie had themſelves to blame for what they ſuffered.

It redounded much to the credit of Adminiſtration, that, during the long time the fleet were blocking up the enemy in Breſt, great care was taken to ſend them an ample ſupply of proviſions, vegetables, and porter; but after the defeat of M. de Conflans, the winds proved ſo very adverſe, that the good intentions of the Admiralty were thwarted; and inſtead of the uſual ſupply, the men were obliged to be put on ſhort allowance. This induced the ſailors to think, that now the danger of an invaſion was over, their friends in England had forgotten them[*].

Sir Edward Hawke was relieved on this ſtation, by Admiral Boſcawen, and returned to England after an abſence of ten months. He waited on the King on the 21ſt of January 1760, who received him with the moſt diſtinguiſhed marks of favour, meeting him as he entered the preſence chamber, and thanking him for the ſervice he had done his country. Soon after, he had a penſion on the Iriſh eſtabliſhment of 2000l. a year for his own life, thoſe of his ſons, and the ſurvivor of them[†].

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[*] This occaſioned the following witty Impromptu.

Ere Hawke did bang
Monſieur Conflans,
    You ſent us beef and beer.
Now Monſieur's beat,
We've nought to eat,
    Since you have nought to fear.

[†] This illuſtrious ſeaman was, January 4th 1763, appointed Rear-Admiral of Great Britain; November 5th 1765, Vice-Admiral of Great Britain; and in December the ſame year, he was appointed firſt Lord of the Admiralty, which he reſigned in 1771 In 1768, he was made Admiral and Commander in Chief of his Majeſty's Fleet. He was created a Baron of the Kingdom of Great Britain, May 20th 1776; and on this occaſion choſe a very apt motto to his arms, viz. STRIKE. His Lordſhip departed this life, October 16th 1781.

The Houſe of Commons unanimouſly voted their thanks to Admiral Boſcawen, Vice-Admiral Saunders, Rear-Admirals Durell and Holmes; to Generals Monckton, Townſhend, and Murray; and to Admiral Sir Edward Hawke. The Speaker, the firſt day that Admiral Hawke went to the Houſe after his return home, addreſſed him as follows:

"Sir Edward Hawke,—The Houſe has unanimouſly reſolv-" ed, that their thanks be given to you for the late ſignal vic-" tory obtained by you over the French fleet.

"You are now, Sir, happily returned to your country, after " a long but moſt important ſervice, and returned victorious " and triumphant, and full of honour. You meet the applauſe " of your countrymen in their minds and hearts, and which " they had manifeſted before, in all outward demonſtrations " of public joy and congratulation.

"Your expedition was for the neareſt and moſt affecting " concern to us—the immediate defence of his Majeſty's king-" doms, againſt a diſappointed and enraged enemy; medi-" tating, in their revenge, our deſtruction at once. Your " truſt, therefore, Sir, was of the higheſt nature; but to which " your characters of courage, fidelity, vigilance and abilities, " were known to be equal. You ſoon freed us from fears; " and having anſwered all our hopes, that bravery and conduct " could give, or turbulent ſeas and ſeaſons admit of—even " the laſt did not diſturb or diminiſh your ſpirit and vigour. " You have overawed the enemy in their ports—in their chief " naval force; till ſhame, perhaps, or deſperation, brought " them forth at laſt You fought them; ſubdued them; and, " in their confuſion and diſmay, made thoſe, who would eſ-" cape, to ſeek their ſecurity in flight and diſgrace.

"Thus, their long preparing invaſion was then broken and " diſpelled; and which cannot but bring to our remembrance, " the deſign and the fate of another Armada, in a former age " of glory, whoſe defeat was at that time, the ſafety of En-" land, and the laſting renown of the Engliſh navy.

"Theſe, Sir, are your late eminent ſervices to your King

" and country; and have been now enumerated, not from any " imagination that they are unknown any where, or can ever " be forgotten; but that your preſence with us makes them " to riſe, with their firſt ſtrength, in our thoughts, as the re- " counting of them muſt give us a freſh ſpirit of joy in our ac- " knowledgements of them. Our acknowledgements, then, " Sir, you have, for theſe paſt ſervices; permit us to add " to our expectations too, of what may be your future merit, " in defence of the rights and honour of your country, where- " ever you ſhall again command.

" It is a very pleaſing office to me, to convey theſe thanks of " the Houſe to you; and I do give you, in the name of the " Commons of Great Britain, their thanks, for the late ſignal " victory obtained by you over the French fleet."

To the above elegant ſpeech, Sir Edward Hawke made the following reply:

" Mr Speaker,—I own myſelf greatly at a loſs, as to the " proper manner of acknowledging the great honour confer- " red on me by this auguſt Houſe, in their diſtinguiſhed ap- " probation of my conduct on the 20th of November laſt. In " doing my utmoſt, I only did my duty I owed to my King " and country, which ever has been, and ſhall be my greateſt " ambition to perform faithfully and honeſtly, to the beſt of " my ability. I can only aſſure this Honourable Houſe, that " I receive this great mark of honour with the greateſt reſpect; " and I ſhall ever retain the moſt grateful ſenſe of it.

" Before I ſit down, permit me, Sir, in particular to return " you my moſt reſpectful thanks, for the very obliging man- " ner in which you have communicated to me the great ho- " nour done me by this Houſe, which I ſhall always eſteem as " the higheſt obligation."

His Majeſty, anxious to reward ſuch officers as had diſtinguiſhed themſelves in the ſervice of their country on this occaſion, appointed Admiral Boſcawen General of his Marine

Forces, with a ſalary of 2000l. a year; Vice-Admiral Saunders, Lieutenant-General of the ſame, with a ſalary of 1200l. a year; and the following Captains of the Navy, to be Colonels of the above corps, viz.

Sir Piercy Brett, Knt. at Portſmouth;
Honourable Auguſtus Keppel, at Plymouth; and
Richard Lord Viſcount Howe, at Chatham: with a ſalary of 800l. a year each.

At Dunkirk, the French were extremely buſy in fitting out a ſmall ſquadron, commanded by M. Thurot, which was to eſcort a body of troops deſtined to ſecond their grand plan of invading his Majeſty's dominions. But a fleet under the command of Commodore Boys, (See Note 155.) kept them cloſely blocked up the whole ſummer. A violent gale of wind, however, in the beginning of November, forcing Commodore Boys from his ſtation, M. Thurot ſeized the opportunity of ſlipping out, and ſteered northwards. As ſoon as the weather permitted, Commodore Boys followed him; but not being able to overtake him, he kept cruizing on the coaſt of Scotland, to protect that part of the kingdom. In the mean time, a report was ſpread, that M. Thurot's deſign was againſt Yarmouth, or ſome of the large towns on the eaſt coaſt of England. In order to prevent the execution of ſuch a plan, Sir Piercy Brett was ordered from his command in the Downs, and with a ſmall ſquadron (See Note 156.) to take his ſtation in Yarmouth roads, to be ready at hand to move to the relief of any place which the enemy's fleet might threaten to attack. But as the deſtruction of M. Thurot's ſquadron appertains to another year, we will leave him to proſecute his voyage, and proceed to give a detail of the ſucceſs of the cruizing ſhips.

On the 21ſt of February, about ſeven in the morning, Rear-Admiral Holmes, in his way to North America, having ſent the Veſtal of thirty-two guns, commanded by Captain Samuel (now Lord) Hood, ahead of his ſquadron, the Captain made the ſignal for ſeeing a ſail; and, ſoon after, that it was an enemy. He immediately gave chaſe. and alſo made the ſignal to the Admiral, that he would be able to ſpeak with the chaſe. Leſt the enemy ſhould have proved too ſtrong for Captain Hood, the Admiral diſpatched the Trent of twenty-eight guns, commanded by Captain Lindſay, to his aſſiſtance. About two in the afternoon, the Veſtal got cloſe along-ſide of the enemy, and began a warm action, which continued without intermiſſion till ſix in the evening, when ſhe ſtruck, and proved to be La Bellone of thirty-two guns, and two hundred and twenty men, commanded by the Comte de Beauhonnoir. They had forty men killed, and a great many wounded; and when they ſurrendered, had only the fore-maſt left ſtanding, which ſoon after went by the board, it being much wounded, and no rigging left to ſupport it. The Veſtal had five men killed, and twenty-two wounded, and was ſo much diſabled in her rigging that, immediately after the action, all her top-maſts fell over the ſide: the lower maſts muſt have gone likewiſe, had not the weather proved very favourable. Although the Trent was reckoned a very fine ſailer, and began to chaſe very ſoon after the Veſtal, yet ſhe was full four miles aſtern when the enemy ſtruck. The Bellone had eſcaped out of Fort-Royal bay, in the iſland of Martinico, in the night of the 16th of January, and had come through Commodore Moore's fleet. She was purchaſed by Government, and added to the Royal Navy, by the name of the Repulſe.

The Windſor, Captain Samuel Faulknor, being on a cruize off the Rock of Liſbon, gave chaſe, on the 27th of March, to four large ſail to leeward. On the approach of the Windſor, the enemy drew into a line-of-battle ahead, about a cable's length aſunder, and remained in this poſition till ſhe got up, and engaged the ſternmoſt near an hour; when the three headmoſt ſhips ſet all the ſail they could, and made off. On this, the Windſor's antagoniſt ſtruck, and proved to be the Duc de Chartres, of twenty-four twelve pounders, but pierced for ſixty guns, and two hundred and ninety-four men; of whom, twenty-eight were killed in the action, and eighteen wounded. The Windſor had only one man killed, and ſix wounded. The cargo of the prize was very valuable; it conſiſting of ſixty tons of gun-powder, one hundred and fifty tons of cordage, beſides flour, ſail-cloth, wine, &c. She left Port L'Orient the 22d of March, in company with the other ſhips*, all of which were bound to India, where they were to be converted into ſhips of war.

His Majeſty's ſhips the Iſis of fifty guns, and Æolus of thirty-two guns, commanded by Captains Wheeler and Elliot, being on a cruize off the Iſle of Dieu, on the 19th of March, got ſight of four frigates, conveying a fleet of thirty coaſting veſſels: three of the frigates ſtood towards them, in order to protect their convoy. The Iſis ſtood for the leewardmoſt, ſhe appearing to be the Commodore, to prevent, if poſſible, any of the reſt getting in with the land, it being a lee ſhore. But Le Sauvage, of thirty-two guns, the ſhip ſhe ſtood for, made off before ſhe got within gunſhot of her. La Blonde, of thirty-two guns, came cloſe along ſide the Æolus, under courſes. An action immediately commenced, which laſted for a ſhort time; when the Æolus unluckily fell aſtern, owing to her having neither brace nor bowline left to fill the main-top-ſail with, the only damage ſhe had received in the action. The enemy ſeized the opportunity, ſet all her ſail, and made off. They would ſoon have been overtaken, had not the third frigate interpoſed, by coming along-ſide of the Æolus, and engaging her: in a quarter of an hour, ſhe was forced to ſtrike her colours, and proved to be the Mignone, a frigate belonging to the King of France, mounting twenty guns, with a crew of one hundred and forty-three men, commanded by the Chevalier de Tur-

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* FRENCH SHIPS that the WINDSOR fell in with.

| SHIPS. | Tons. | Guns mounted | Guns pierced for. | No. of men. | |
|---|---|---|---|---|---|
| Duc de Chartres, | 1100 | 24 | 60 | 294 | Taken. |
| Le Maſſiac, | 1200 | 26 | 74 | 300 | Eſcaped. |
| L'Indien, | 1100 | 24 | 54 | 270 | |
| Le St Luc, | 700 | 18 | 26 | 200 | |
| Total, | 4100 | 92 | 214 | 1064 | |

Turſanville, who with thirty of his men were killed, and the ſecond Captain and twenty-five men wounded. The Blonde with the greateſt difficulty got off.

The Southampton and Melampe, Captains Gilchriſt and Hotham, being on a cruize in the North Seas, gave chaſe, on the 28th of March, to two large ſail. The latter being the beſt ſailer, came up with them, and engaged both for upwards of three quarters of an hour, when the Southampton likewiſe came up; on which one of the French ſhips made off. The Melampe being by this time very much diſabled in her ſails and rigging, fell aſtern. A warm engagement then commenced between the Southampton and the other French ſhip: but the Melampe having got her rigging ſo far repaired as to be able to get into action again, the enemy, after an obſtinate reſiſtance, was obliged to ſtrike. She proved to be the Danae, a frigate belonging to the King of France, of forty guns, and three hundred and thirty men. Her firſt and ſecond Captain, with upwards of thirty men, were killed in the action, and a great number wounded. She was purchaſed by Government, and added to the Royal Navy by the ſame name. The Melampe had eight men killed, and twenty wounded. The Southampton had one man killed, and eight wounded. Among the latter was Captain Gilchriſt, wounded by a pound ball in the ſhoulder, which quite diſabled him from future ſervice in the navy. In conſideration of his misfortune, his Majeſty was pleaſed to ſettle a penſion of 300l. a year on him during life.

The Achilles, of ſixty guns, the Honourable Captain Barrington, being on a cruize about ſixty leagues to the weſtward of Cape Finiſterre, on the 4th of April fell in with, and took, after an action of two hours, the Comte de St Florentine, a private ſhip of war, mounting ſixty guns, with a crew of four huudred and eighty-three men, commanded by the Sieur de Montay. The enemy, in the action, had one hundred and ſixteen men killed and wounded: the Captain was ſhot through the body, and died two days after the action. The ſhip was greatly damaged, having all her maſts ſhot away. She proved a very valuable prize; had been on a cruize on the coaſt of

Guinea, where ſhe had a ſhort engagement with his Majeſty's ſhip the Harwich; after which ſhe took ſome valuable prizes there; proceeded to the Weſt Indies, where ſhe had been very ſucceſsful, and was on her return to France when taken; her cargo conſiſting of five hundred tons of merchandize, viz. elephants teeth, gold duſt, &c. Her Captain had inſured 20,000l. on his own account. She was purchaſed by Government, and added to the Royal Navy, by the name of the St Florentine. The Achilles had only two men killed, and twenty-two wounded in the action.

His Majeſty's ſhips, Chatham, Venus, and Thames, commanded by Captains Lockhart, Harriſon, and Colby, being on a cruize on the coaſt of France, on the 18th of May, early in the morning, gave chaſe to a ſail in Hodierne-bay, on the coaſt of Britanny. After two hours purſuit, it blowing freſh, the chaſe carried away her top-maſt; ſoon after which, the Thames came up with her, and commenced a cloſe engagement. The enemy made a very good defence, and did not ſtrike until the Venus came up, and raked her fore and aft. She proved to be the Arethuſe, a very fine frigate belonging to the King of France, bound to Breſt from Rochefort; mounted thirty-two guns, but pierced for thirty-ſix, and had a crew of two hundred and ſeventy men, commanded by the Marquis de Vaudreuil. The enemy had ſixty men killed and wounded. Being quite a new ſhip, and eſteemed the fineſt of her rate in the French navy, ſhe was purchaſed by Government, and added to the Royal Navy by the name of the Arethuſa. In the action, the Thames had four men killed, and eleven wounded. The Venus had only five men wounded.

On the 10th of October, the Hercules, of ſeventy-four guns, Captain Porter, being on a cruize, fell in with a French ſhip of war of ſeventy-four guns, about eight in the morning, to which he gave chaſe. At firſt, the enemy bore down on the Hercules; and when Captain Porter thought he was within gun-ſhot, he hoiſted his colours, hauled up his ports, and run out his guns. On this, the enemy immediately hauled their wind, and ſet their main-ſail and ſtay-ſails. Captain Porter purſued her with all the ſail he could crowd. As he came near her, ſhe fired firſt her larboard, and then her ſtarboard broadſide, and then ſtood on again. About nine at night, the Hercules got up with her, and began to engage as faſt as the guns could bear: but, in half an hour, an unlucky ſhot carried away the main-top-maſt of the Hercules; an advantage the enemy immediately availed themſelves of, and got away as faſt as poſſible. Captain Porter continued the purſuit, until he ſaw the enemy enter Baſque-road, about eight o'clock the next morning. It is probable, that this ſhip was Le Guerrier, one of the runaways of M. de la Clue's ſquadron. The Hercules had one man killed, and two wounded, one of whom was Captain Porter, who was much hurt by a grape-ſhot in the head.

His Majeſty's frigates Thames and Coventry, commanded by Captains Colby and Burſlem, being on a cruize in the chops of the Channel, in the month of February, about 100 leagues to the northward of Cape Finiſterre, fell in with two French ſhips of war, viz. La Palmier of 74, and a frigate of 36 guns, on their voyage from the Weſt Indies, to which they immediately gave chace, and came faſt up with them; they conjecturing them from their appearance to be French Eaſt India ſhips, the ſea running ſo high that the Palmier could not open her lower ports. On coming up with the enemy, an action immediately took place. The Thames, in puſhing on to attack the frigate, had the good fortune to ſhoot away the Palmier's fore-top-maſt. The action had not continued long, before Captain Colby found, from the enemy's weight of metal, that they were ſhips of war, and bore away in order to acquaint Captain Burſlem of this; in doing of which, the Thames was nearly run down by the Palmier; being quite cloſe, ſhe fell on board of her, the enemy's bowſprit going over the Thames's topſail. While in this deſperate ſituation, Captain Colby kept up a well-directed fire, and raked the Palmier fore and aft, which threw them into great confuſion; when, by the great exertions made on board the Thames, and the ſwell of the ſea, ſhe got clear with very little damage. The King's frigates finding the enemy's ſuperiority too great for them, retired out of the reach of their guns, but kept the enemy's ſhips in ſight all night. They had each of them five or ſix men killed, and as many wounded, in this ſhort conflict. The ſea growing ſome what calmer in the night, the Palmier, early next morning, opened one of her lower ports, and fired a ſhot at the Coventry, then at near two miles diſtance repairing her damages, which ſtruck the gunwale of the ſhip, and wounded a man, on which the Coventry hauled a little farther off. The enemy, then, by way of defiance, hoiſted their colours, with Britiſh colours over them; as much as to ſay, Come and take poſſeſſion of your prize; and got up a new fore-top-maſt with great ſpeed. The Britiſh Captains perſevered in the chace. In the day-time, the two frigates ſeparated, the one on the ſtarboard, and the other on the larboard bow of the enemy, whom they juſt kept in ſight; all the while ſpreading the proper ſignal abroad, and firing guns, in hopes they would be diſcerned by ſome Britiſh ſhip of the line. At night, they drew cloſe up with the enemy, into whoſe ſhips they frequently poured a broadſide, and then made off. By this means they killed and wounded a great many of their men; and had certainly taken the largeſt ſhip, if the frigate had not been in company. They continued thus to haraſs them for many days, till they ſaw them enter Breſt, not having been ſo fortunate as to meet with any of his Majeſty's ſhips.

The Anſon cutter having been taken in the Channel by a privateer of Bayonne, of much ſuperior force, the enemy put twenty of their people on board, in order to navigate her to France. They left thirty of the cutter's crew on board of her, whom, for the more ſecurity, they kept in irons: but ſome of them contriving to get their irons off, they releaſed the reſt, jumped upon deck, and, having overpowered the Frenchmen, obliged them to navigate her into Plymouth.

The Rippon, Captain Jekyll, being on a cruize, took, after a chaſe of ſome hours, the Cheſine, a French ſhip of five hundred tons burden, mounting twenty-two guns, and having a crew of one hundred men. She came from Batiſcan, a port in the river St Lawrence, about twenty leagues above Quebec, which place ſhe had paſſed in the night of the 24th of November, along with ſome other veſſels. It is remarkable, that after the Cheſine was taken, ſhe greatly outſailed the Rippon.

The following anecdote redounds much to the honour of the Britiſh Navy. His Majeſty's ſhip Argo, of twenty-eight guns, commanded by Captain Tinker, compoſing one of Commodore Boys's ſquadron, was ſtationed off the port of Oſtend, along with ſome cutters. The Captain ſent a very polite meſſage to the Governor of the place, ſaying, As the King his maſter was not at war with the Houſe of Auſtria, he expected to be ſupplied with refreſhments from Oſtend, although it was garriſoned with French troops; otherwiſe he would make prize of every veſſel belonging to the port, that ſhould preſume to come out of the harbour. No notice being taken of this meſſage, he proceeded to put his threats in execution, and detained three fiſhing-boats. The Governor finding him in earneſt, ſent out a flag of truce, with a compliment, aſſuring him he would comply with his requeſt; in conſequence of which, the Captain received daily ſupplies from the ſhore. At this time, there was a French frigate of thirty guns in the harbour; the Captain of which was extremely galled to ſee this intercourſe carried on. To prevent it, he ſent Captain Tinker a meſſage to this effect, "That if he would diſmiſs his cutters, and give him his honour "that none of Commodore Boys's ſquadron ſhould interpoſe in "the conteſt, he would come out next day, and give him battle." Captain Tinker deſired the meſſenger to tell the Captain of the French frigate, That he would diſmiſs his cutters, and not only give his word, but even ſend an officer as an hoſtage for the performance; that he ſhould not be aſſiſted by any ſhip of the Commodore's ſquadron, which then lay ſeven or eight leagues to leeward; but that he would engage him ſingly at a minute's warning. Captain Tinker had his ſhip ready for action next morning, weighed anchor, and, with colours flying, ſtood towards the harbour's mouth, where he brought-to with his courſes clewed up, and main-top-ſail to the maſt. In this poſture he lay as long as the tide would permit him, cloſe to the fortifications, in ſight of all the French officers, who were aſſembled to ſee the combat. But Monſieur did not chooſe to keep his appointment, although it was of his own making.

A Liſt

## A LIST of FRENCH PRIVATEERS taken, and by whom, in 1759.

| PRIVATEERS NAMES | Number of | | Belonged to | Number of | | By whom taken. | Number of | | COMMANDERS. | Number of | | How diſpoſed of. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Guns | Men | | Kill | Wo. | | Guns | Men | | Kill. | Wo. | |
| Machault - | 24 | 240 | Granville | 0 | 0 | Juno - | 32 | 220 | J. Phillips | 0 | 0 | Sold to the Merchants. |
| Marquis de Barail | 14 | 184 | Dunkirk | 0 | 0 | Deptford - | 50 | 350 | J. Holwell | 0 | 0 | Ditto |
| Marquis de Durat | 16 | 200 | | 0 | 0 | Brilliant - - | 36 | 240 | Ja. Logie | 0 | 0 | |
| Marquis de Marigny | 20 | 200 | Granville | 0 | 0 | Montagu | 60 | 400 | Joſ. Rowley | 0 | 0 | Ditto |
| Moras - | 22 | 202 | St Malo | 0 | 0 | Unicorn - - | 28 | 200 | Tho. Graves | 0 | 0 | Ditto |
| Baſque - | 22 | 210 | Bayonne | 0 | 0 | Brilliant - | 36 | 240 | J. Lendrick | 0 | 0 | Ditto |
| La Comteſſe de la Serre | 22 | 187 | St Malō | 26 | 15 | Adventure - | 32 | 220 | M. Moore | 0 | 2 | Ditto |
| Vermudian - | 16 | 124 | Bayonne | 0 | 0 | Flamborough | 28 | 200 | A. Kennedy | 0 | 0 | Ditto |
| Entreprenant - | 8 | 52 | Dunkirk | 0 | 0 | Richmond - | 32 | 220 | T. Halkerſon | 0 | 0 | Ditto |
| La Morech - | 8 | 80 | Hav. de Gra. | 0 | 0 | Thames - | 32 | 220 | S. Colby | 0 | 0 | Ditto |
| | | | | | | Coventry | 28 | 200 | J. Burſlem | 0 | 0 | |
| Carilloneur - | 8 | 62 | Dunkirk | 0 | 0 | Rocheſter - | 50 | 350 | R. Duff | 0 | 0 | Ditto |
| Diſpatch - - | 10 | 52 | Morlaix | 0 | 0 | Diligence - | 14 | 100 | T. Eaſtwood | 0 | 0 | Ditto |
| Le Vieux - | 8 | 36 | Dunkirk | 0 | 0 | Surprize - | 20 | 160 | C. Antrobus | 0 | 0 | Ditto |
| Marillon - | 8 | 52 | Ditto - | 0 | 0 | Liverpool - | 28 | 200 | Rich. Knight. | 0 | 0 | Ditto |

In the courſe of this year, the French Navy received ſundry ſevere blows from Admirals Hawke and Boſcawen.

A great number of ſmall privateers were taken or deſtroyed; and many neutral veſſels were captured, carrying naval ſtores to the enemy at Havre de Grace, Breſt, &c., moſt of which were condemned as lawful prizes.

The only loſs the navy ſuſtained by the enemy, was that of the Hawke ſloop of war, taken by a privateer of much ſuperior force. We had the misfortune, however, to have the Mermaid of twenty guns, commanded by Captain Hackman, wrecked on Arabian-key, as ſhe was conveying General Shirley to his government of the Bahama Iſlands: the crew were ſaved. The Falcon bomb-ketch alſo went on the iſlands Les Saintes, near Guadaloupe. She ſtruck on a rock as ſhe was chaſing a privateer: the crew, and the ſmalleſt mortar, were ſaved.

The ſmallneſs of the number of trading ſhips of value taken from the French this year, was more owing to their trade being ruined, than to want of vigilance on our part. The captures made by us, amounted to one hundred and ſixty-five ſhips, including the neutral veſſels condemned; and forty-one privateers and armed merchantmen.

The French made captures of two hundred and ten veſſels, many of which were of conſiderable value, chiefly in the Weſt Indies, while the fleet under Commodore Moore was watching the motions of M. de Bompart and his ſquadron. The others were coaſters, of which ſome were taken by not obeying the orders of their reſpective convoys.

## 1760.

THE naval and military tranſactions of this year, do not afford ſuch a ſeries of great and brilliant events as the preceding. A ſort of reſpite ſeemed to be given to the French navy; not that our meaſures for ſubduing the enemy were in the leaſt ſlackened, but that the ſevere blows given by Admirals Hawke and Boſcawen had ſo diſabled their marine, that they had few or no ſhips of force at ſea. They made but a feeble effort to ſuccour their North American colonies, which were compelled to ſubmit, ſcarcely any means being uſed by them to procraſtinate their fate. The ſuperiority of our force, and the activity of its Commanders, overawed them at the ſame time in the Weſt Indies; while, in the Eaſt Indies, the whole of their ſettlements fell ſucceſſively into the hands of Colonel Coote, and Admirals Stevens and Corniſh.

The brave, but unfortunate Thurot, with his ſmall ſquadron, made a more conſpicuous figure, and did more for the ſervice of his country, than Marſhal de Conflans with the flower of the French navy. After having done wonders, in which his probity kept pace with his bravery, his little armament was cruſhed by Captain Elliot of the Æolus*: M. Thurot was ſo fortunate as not to ſurvive his defeat.

In America, the plan for proſecuting the war was ſteadily purſued; and it ended in making a complete conqueſt of Canada and its dependencies. The Parliament voted ſeventy thouſand ſeamen and marines, to be employed for the current year; and the ſums granted this ſeſſion, amounted in all to 15,503,564l. 15s. 9¼d. (See Note 157.)

The Navy was kept extremely active. Sir Piercy Brett commanded in the Downs; from whence he ſent cruizers to annoy the enemy, and protect our trade in the North Seas. Admiral Rodney commanded in the Channel, and blocked up Havre de Grace. Admirals Hawke and Boſcawen relieved each other alternately in Quiberon bay, where a large ſquadron was kept to block up the French ſhips of war in the river Villaine, and to ſend cruizers off Breſt, Port L'Orient, and Rochefort. Commodore Swanton was ſent out to Quebec with a ſquadron of men of war, and ſome ſtore ſhips, to join Lord Colvill, and to prevent the enemy from ſending ſuccours to Canada, by means of the river St Lawrence. Captain Byron was ſent with a ſmall ſquadron to Louiſburg, with ſome miners, to deſtroy the fortifications there. Sir James Douglas was diſpatched to relieve Commodore Moore at the Leeward Iſlands, where a very conſiderable ſquadron was aſſembled.

Rear-

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* Now Admiral of the White.

Rear-Admiral Holmes was ſent to Jamaica, to relieve Vice-Admiral Cotes; and a reinforcement of five ſhips of the line, was ordered to the Eaſt Indies. Such was the deſtination of the Britiſh navy this year.

## EAST INDIES.

After the victory which Colonel Coote gained over M. Lally at Wandewaſh, the affairs of the French went rapidly to ruin. Chittiput, Arcot, Permacoil, and Alamparva fell, with their garriſons, into the hands of the conquerors. Amid theſe ſucceſſes, Rear-Admiral Corniſh, with ſix ſhips, arrived at Madras. The Falmouth, one of his ſquadron, meeting with the Haerlem*, a French ſhip from Merguy, obliged her to run aſhore two leagues to the northward of Pondicherry. M. d'Aché not appearing with his ſquadron on the coaſt, Mr Corniſh was left at liberty to aſſiſt in reducing the French ſettlements. Colonel Coote, with the greateſt part of the army, marched to attack Waldour, and block up Pondicherry by land. Major Monſon, with the chief engineer, ſeven gunners, and fifty pioneers, were embarked on board the fleet, in order to form the ſiege of Carical, with the marines which Admiral Corniſh was to land from his fleet. They were to be joined by forty artillery, one hundred Europeans, and two thouſand Sepoys from Trichinopoly.

Admiral Corniſh arrived in Carical road the 28th of March, with his ſquadron; and at five in the evening, Major Monſon, with three hundred marines, and all the pioneers, landed about four miles to the north of the place. They marched directly up to it, and took poſſeſſion of the town early next morning, with very little loſs. The Major finding his troops annoyed by a redoubt (called Fort Dauphin) in the rear of his army, ordered ſome ſhells to be thrown into it; on which the enemy immedately abandoned it, and retired to Fort Louis. This

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† This is the ſhip which the French ſeized laſt year from the Dutch with treaſure on board; ſhe was loaded with timber and planks.

This opened a communication with the country, which ſupplied our troops with plenty of freſh proviſions. By the 1ſt of April, a battery of four eighteen pounders was finiſhed; and, being joined by the Nabob, and the reinforcements they expected from Trichinopoly, on the 3d, at night, they inveſted the place on all ſides. By the 5th, they had erected ſeveral batteries, breached one baſtion, and diſmounted ſeveral guns, when Major Monſon received advice that M. Lally had ſent a conſiderable body of horſe and foot as far as Chilambrum, to relieve the place. He immediately ſummoned the Commandant to ſurrender, which, after ſome difficulty, he did; and he and his garriſon, conſiſting of two hundred and ſix Europeans, and two hundred Sepoys, were made priſoners of war. The ſailors were of great ſervice in landing the ſtores, which they performed in the night, cloſe to the enemy, without any loſs.

Major Monſon marched next for Chilambrum, and ſummoned the garriſon, who, by their anſwer, ſeemed determined to ſtand an attack. But in the night, ſome pioneers, who were carrying faſcines to a battery, happening to miſtake their way, had marched up to the fort*. The enemy imagining they were bringing ladders to ſcale the wall, cried out, "That they ſurrendered at diſcretion." There were no more than forty Europeans, and ſix officers, and between two and three hundred Sepoys and Topaſſes in the place. The garriſon at Veradichilum ſurrendered ſoon after, where about half the former numbers were made priſoners.

Major Monſon joined Colonel Coote the beginning of May, having, in the ſpace of a month, deprived the French of many valuable poſſeſſions, and at laſt ſhut up M. Lally with his army within the walls of Pondicherry, the only place of conſequence that now remained in the hads of the French.

The marines were re-embarked, and on board of their reſpective ſhips. Rear Admiral Corniſh was joined in St David's road, by Rear-Admiral Stevens, with the remainder of the

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* The fort was a ſmall ſquare, with ravelings before each curtain, a falſe bray half round, a good ditch with ſome water, a covered way paliſadoed, and a good glacis, with bomb-proof places in different works for five hundred men.

ſquadron from Bombay, who aſſumed the command of the fleet. (See Note 158.)

Admiral Stevens proceeded off Pondicherry with the ſquadron; while Colonel Coote, who had taken Waldour and Villenour, encamped about four miles from it, and about half a mile from Oullagary, where the enemy ſtill kept poſt. The Colonel threw up redoubts in the ſeveral avenues leading to the city; the enemy did the ſame; and the advanced poſts were within muſket-ſhot of each other. During this time the enemy made two attempts on Cuddalore: in the firſt, they carried off ſeventy ſick; in the laſt, they were repulſed with loſs.

M. Lally, now deſpairing to accompliſh the ruin of the Britiſh ſettlements by force, had recourſe to various intrigues and ſtratagems with the country princes, to bring them to his aſſiſtance. In ſome of theſe he ſucceeded; but that did not avail him much: for the Governor and council of Madras, with Colonel Coote, took ſuch wiſe and vigorous meaſures, as rendered all his ſchemes abortive.

The rainy ſeaſon drawing near, Governor Pigot and Colonel Coote requeſted the Admiral to land his marines, to aſſiſt in taking Ariancopang. They were accordingly landed at Cuddalore on the 29th of Auguſt, and next day joined the army. Colonel Coote ordered Major Monſon with eight hundred men, to attack the place; while himſelf, with the main body of the army, marched againſt the enemy at Oullagary, where they were ſtrongly poſted.

. M. Lally, who had received intelligence of this ſcheme, reſolved, if poſſible, to diſconcert it. He propoſed, therefore, in the abſence of the army, to attack our redoubts, which he had reaſon to think would be but feebly guarded. Had the execution of this bold and well concerted enterprize been equal to its plan, there is little doubt, but that conſiderable miſchief might have been done. On the 3d of September, at four in the morning, he aſſaulted, at one and the ſame time, four of our advanced redoubts. Though they were only guarded by Sepoys, and a few gunners, the enemy were repulſed from three of them with great loſs: the fourth they carried, and ſet it on fire, making three gunners priſoners. The army was marching to ſuſtain the redoubts, when advice was brought that the enemy had retreated. On the night of the 4th, M. Lally made a vigorous attack on the redoubt near the Tamarind Tope; but the enemy were ſo well received, that, after a very briſk effort to carry their point, they were obliged to retire.

Colonel Coote at this time being ſuperſeded in his command, by Major Monſon's receiving a commiſſion of Colonel, immediately retired to Madras. Colonel Morris's regiment of Highlanders having joined the army, Colonel Monſon gave orders for attacking the enemy's poſts at Oullagary church, and the redoubts in the Bound Hedge, on the 9th, at midnight. Major Smith, with the Company's troops, attacked the former, a little before day-light, wirh ſuch impetuoſity, that the enemy were obliged to abandon their works, leaving nine field-pieces behind. He purſued them to a redoubt where they made ſome ſtand; but he ſoon drove them thence, under the walls of Pondicherry.

Colonel Monſon having laid a plan for intercepting them in their retreat from Oullagary, had marched with two regiments for that purpoſe; but, the night being very dark, part of his detachment miſſed their road, which cauſing a delay, he relinquiſhed it: and being anxious for the ſucceſs of his plan againſt the redoubts, puſhed on at the head of his grenadiers, and attacked the enemy, who ſoon giving way, abandoned three redoubts, and left behind them fifteen pieces of cannon. At this critical juncture, Colonel Monſon received a ſhot, which broke both bones of one of his legs. The troops now took poſt in the Bound Hedge, which ſecured to them the ground they had gained. On the 10th, the whole army encamped at Oullagary, and ſent out detachments to ſecure the redoubts they had taken, and another to inveſt Ariancopang. M. Lally, ſeeing its fall inevitable, gave orders for withdrawing the garriſon, and blowing up the Fort, which was not ſo effectually done, but that it was ſoon repaired, and a poſt eſtabliſhed there.

Colonel Monſon being no longer able to continue the blockade in perſon, the Governor and Council of Madras earneſtly entreated Colonel Coote to reſume the command; which he accordingly did, and arrived in camp on the 20th. The monſoon now approaching, on October 6th, the whole line was ordered to ſtrike their tents, to march a mile and a half to the left of their former ground, and to encamp on a hill during the rainy ſeaſon.

The enemy had in the road of Pondicherry, beſides ſmaller craft, two frigates, the Baleine and Hermione, and one of the Eaſt India Company's ſhips, called La Compagnie des Indes. Theſe veſſels lay at anchor before the town, as near the ſurf as they could lay with ſafety, and under the protection of one hundred pieces of cannon, mounted on the fortifications next the ſea. M. Lally intended that as ſoon as the ſtormy weather ſhould oblige the Britiſh fleet to withdraw at a greater diſtance from Pondicherry, to diſpatch theſe veſſels to the ſouthward, with orders to return with proviſions as ſpeedily as poſſible, which he had hopes would be accompliſhed, ere the blockade by ſea was again eſtabliſhed. Rear-Admiral Stevens reſolved to attempt cutting the frigates out of the road: his ſquadron was at anchor off Cuddalore, and preparations were accordingly made for this exploit, and the night fixed on; but the ſhips being obſerved by teleſcopes from the town, to be hoiſting out their boats before it grew dark, made the enemy ſuſpect the deſign, and they inſtantly ſent ſtrong reinforcements of men from the ſhore to the ſhips; this was obſerved by the Britiſh ſquadron, and the Admiral finding the enemy too much on their guard, deſiſted from the attack for the preſent; but he ordered the Tiger of ſixty guns, to anchor to the ſouth of Pondicherry, at two miles diſtance from the ſhore, and about a fortnight afterwards, he reſolved to make another effort to cut out the frigates, and for this purpoſe, twenty-ſix boats were ordered to be hoiſted out after it was dark, and manned with four hundred ſailors, moſtly volunteers for this ſervice; they ſailed to the Tiger, under whoſe ſtern they were all ordered to aſſemble at twelve o'clock. Soon after, they obſerved that the lights in the great cabin of the Hermione (the neareſt of the enemy's ſhips) were all extinguiſhed; from this they concluded, that the officers were gone to reſt, ſo off they ſet. The boats were ranged in two diviſions, the firſt deſtined to board the Hermione, the ſecond, the Baleine; the attack of the Compagnie des Indes was to depend on the other attacks proving ſucceſsful. To prevent ſeparation, the boats of each diviſion moved in a line, and were linked to each other by ropes. To prevent noiſe, the niches of the oars were muffled with freſh ſheep ſkin; and the watch-word by which they were to know each other in the dark, was Cathcart, a word that few Frenchmen can pronounce properly. It lightened continually, as uſual, in the nights before the change of the monſoon; notwithſtanding the firſt diviſion got within piſtol-ſhot of the ſtern of the Hermione, before they were diſcovered; the boats then ſeparated, and rowed up briſkly, equally on each ſide of the ſhip, and two puſhed forward to the bows, to cut the cables. From the moment they were diſcovered, all hands in the ſhips were up, and kept a warm fire of muſketry on the boats; the ſhip Les Companie des Indes, fired what cannon ſhe could bear on the boats, but nothing could damp the ſpirit of the Britiſh ſailors. The Hermione was boarded in as many parts as there were boats round the ſhip; her crew, which conſiſted of ſeventy men, behaved very well, defending themſelves with pikes and piſtols, when the attack came hand to hand. The man who firſt attempted to cut the cable, had his head cut off by an officer, ſtanding in the bow to guard it: but after a ſtout reſiſtance, the enemy were overpowered, and all driven or tumbled down the hatchways; for no concert for ſurrendering could be attended to, in the confuſion and hurry every thing was in. As ſoon as all the Frenchmen were ſecured, the hatches were cloſed, and centinels placed over them. The mizen-top-ſail, the only ſail bent, was ſet to carry off the ſhip, which ſeveral boats were in readineſs to tow. The enemy on ſhore, who had waited until the firing of the attack had ceaſed in the Hermione, then began a moſt violent cannonade; the lightning afforded the means to take a ſure aim, and they repeatedly ſtruck the ſhip; one ſhot deſtroyed the wheel of the rudder, killed the two men who were ſteering, and cut the tiller-rope. The priſoners confined below, deterred every one from going down into the gun room, to fix another rope to the rudder, and the ſingle ſail was not ſufficient to ſteer the ſhip; the boats remained the only means of carrying her off, and they tugged with ſuch violence, that they continually ſnapped the towing ropes. Meanwhile the fire continued with great briſkneſs from the ſhore. At length it was ſuggeſted that the ſhip had no motion, and reſiſted by a cable and anchor concealed under her keel; on which the officer who commanded the attack, reſolved to leave her. The priſoners were informed, that it was intended to ſet the ſhip on fire, on which they came up, and moſt readily agreed to be carried off in the boats, which rowed away with them to the Tiger, but when they arrived on board that ſhip, the Captain (Digby Dent), was by no means pleaſed with their conduct, and ſaid that he would ſend ſome of his own crew to bring off the ſhip. This ſpirited rebuke had the deſired effect: the men were aſhamed, and inſtantly got into their boats, ſet off again for the Hermione, but met her half a mile nearer than they had left her; for the land-wind had ſprung up, and was driving her out to ſea. The diſpoſitions for the attack of the Baleine were the ſame, but ſucceeded with leſs difficulty; her crew made little reſiſtance; only three men were killed before they ſurrendered. The rudder of the ſhip was on ſhore, but ſhe had ſeveral ſails bent to the yards, which ſufficed to conduct her to the Tiger, before the Baleine came up to her. No attempt was made on the Compagnie des Indes. Both prizes were purchaſed into the ſervice.

The wet ſeaſon being now ſet in, the Admiral, on the 23d, ordered five ſail of the line to continue the blockade, under the command of Captain Haldane, and ſailed with the remainder of the ſquadron to Trincomale. All that Mr Coote had now to do, was, to cut off, as much as poſſible, the enemy's communication with the country. His orders, in this reſpect, were punctually obeyed, by that active officer, Major Preſton.

While the monſoon laſted, no works could be raiſed againſt the town, but what the hurricanes and rains would have immediately levelled. Colonel Coote was convinced, that the ſureſt method of taking Pondicherry, was by famine; his army not being of ſufficient ſtrength, completely to inveſt the place in a regular manner. Beſides, he knew it to be ſtrongly fortified, and defended by an able and reſolute officer; whoſe pride and obſtinacy, ſo prejudicial to him on all other occaſions, would make him, as in effect it did, perſevere to the very laſt moment, in defence of the only place which France now had in India.

Colonel Coote, deſirous of bringing the garriſon to terms, imagined, that by the conſtant alarm of ſome batteries playing on them at ſome diſtaece, he might greatly add to their diſtreſs, they being already weakened by famine, and mutinous through diſcontent. He accordingly ordered a ricochet battery, of four pieces of cannon, to be erected to the northward, at fourteen hundred yards from the town, purely with a deſign to haraſs the enemy.

On the 10th of November, the ſtores were landed, and every thing prepared to carry on the ſiege with all the vigour that circumſtances would admit of. The more to diſtreſs the enemy, batteries were erected to play on different quarters of the place, to enfilade each other; and, by that means, to render their ſituation in the town ſtill more haraſſing and diſagreeable. At the ſame time, our works were at ſuch a diſtance from the walls, that the enemy's fire had no certain effect on them. On the 8th of December, at midnight, two new batteries were opened. The town was now ſo greatly preſſed for want of proviſions, that the number of deſerters increaſed daily; but, what was ſtill a more melancholy proof of their deſperate ſituation, fourteen hundred of the poor inhabitants were driven out of the town by M. Lally's order, and, when ſtopped by our advanced guard, they were fired on from the ramparts, both with cannon and muſketry; by which three of theſe miſerable people were killed. They remained ſome days in that deplorable ſtate, without any thing to feed on but graſs; till

Colonel Coote, finding the poor creatures conſtantly fired on as they attempted to return to their habitations, took compaſſion on them, and permitted them to paſs into the country. Thoſe in the town were not in a much better ſituation. They were reduced to ſuch extreme diſtreſs, that they lived on camels, elephants, dogs, and cats; and even of this wretched provender, there was great ſcarcity. Sixteen rupees were at one time paid for the fleſh of a dog.

M. Lally had hopes of being relieved by a powerful fleet from France. He continued firing briſkly from the ramparts, but did not damage the works. They killed one gunner, and a Subedar of Sepoys, on the 9th of December. On the 25th, Admiral Stevens returned from Trincomalé with four ſhips of the line, and reſumed the command of the fleet. On the 29th, a battery was begun, of ten guns, and three mortars, within four hundred and fifty yards diſtance of the town.

The new year was uſhered in with a moſt violent hurricane; ſo that the 1ſt of January was as remarkable for the fears it occaſioned in the Britiſh camp, as for the hopes of relief it afforded to the diſtreſſed garriſon and inhabitants of Pondicherry. The afflicted eagerly catch at every glimpſe which gives them the ſmalleſt appearance of aid, or of putting a period to their ſufferings.

The Britiſh fleet, which had rode triumphantly before the town, and intercepted or chaſed away every ſuccour that was endeavoured to be thrown into the place, was now in danger of being annihilated. When the ſtorm began, Admiral Stevens had along with him eight ſail of the line, two frigates, a fireſhip, and a ſhip with ſtores. From eight in the morning, till ten, there was a conſtant ſucceſſion of ſqualls, the laſt being always the moſt violent. At that time, Admiral Stevens, in the Norfolk, (having for his Captain the gallant and unfortunate Kempenfelt), was forced to cut his cable, and made the ſignal for the ſquadron to do the ſame. But the noiſe and violence of the gale was ſuch, that no guns could be heard, nor a ſignal obſerved. Unfortunately, the other commanders reſolved to obey their orders, and continue at anchor, until their cables became ſo ſtrained by the violence of the wind and waves, that they parted; and the veſſels, with the greateſt difficulty, got before the wind, with ſcarce any ſail ſet. The gale continued to increaſe until noon; by which time, the wind had veered from the N. W. where it began, to the N. E.; and in an inſtant it was ſucceeded by a calm, attended by a thick haze. This was of ſhort duration; for, in the ſpace of a few minutes, the ſtorm burſt from the N. E. and ſeemed to blow with redoubled fury.

Had the ſquadron got under ſail, and proceeded to ſea when it began to blow freſh in the morning, they would have had an opportunity of gaining ſufficient ſea-room, before the ſtorm came from the S. E. The firſt guſt of this freſh hurricane, laid the Panther on her beams; when, the ſea breaking over her, Captain Affleck ordered the mizen-maſt to be cut away. This not relieving the ſhip, he ordered the main-maſt to be cut away likewiſe; but, in doing of this, it broke below the upper-deck with ſuch force, that it tore it up, hung over the ſide, and continued to incumber the ſhip for a conſiderable time, until a violent wave carried it away. This anſwered their wiſhes; the ſhip righted; and, the reefed fore-ſail having luckily withſtood the violence of the gale, by means of it, they got back into fourteen fathom water, and there dropped the ſheet-anchor; but it not bringing up, they cut away the fore-maſt, the fall of which carried away the bowſprit, when the ſhip came round, and in this manner rode out the ſtorm.

The America, Medway, and Falmouth, were likewiſe diſmaſted; and, after much diſtreſs, came to an anchor near the Panther. But it did not fare ſo well with the Newcaſtle, the Queenborough frigate, and the Protector fire-ſhip, who, returning with the S. E. gale, miſtook their ſoundings, and drove towards the ſhore, without endeavouring to come to an anchor. The loudneſs of the wind prevented them from hearing the noiſe of the ſurf breaking on the ſhore, which they had reached before they diſcovered their danger, and when they could apply no remedy. All three were wrecked about two miles ſouth of Pondicherry. Of their crews only ſeven periſhed; who were daſhed overboard by the violence with which the ſhips beat when they took the ground.

A more miſerable fate attended the Duc d'Acquitaine, the Sunderland, and the Duke ſtore-ſhip. Their maſts unluckily withſtood both hurricanes, until they were driven back by the S. E. tempeſt, and were under the neceſſity of anchoring; when, bringing up with all their maſts ſtanding, they were ſoon overwhelmed by the waves, and either overſet or foundered. The crews, in number eleven hundred, periſhed, except ſeven Europeans, and as many Laſcars, who were next day picked up, clinging to ſome of the materials which had floated from the ſunk ſhips.

The garriſon of Pondicherry beheld the misfortune which had befallen the Britiſh fleet, as a miracle wrought in their favour; by means of which, they hoped ſoon to be relieved from the miſeries of famine under which they had ſo long laboured. The vindictive Lally, therefore, when the ſtorm abated, ſeeing the port no longer blocked up by the Britiſh fleet, exulted at its diſaſter, and with a heart replete with joy, he launched a boat from the beach, and by that means endeavoured to convey a letter to the French reſident at Pullicat; of which letter we here give a tranſlation, as it will ſerve to afford ſome idea of this ſingular man.

"MR RAYMOND,

"*Pondicherry, January* 2, 1761.

"The Engliſh ſquadron is no more, Sir. Out of twelve "ſhips they had in our road, ſeven are loſt, crews and all; the "four others are diſmaſted; and it appears that there is no "more than one frigate that hath eſcaped. Therefore do not "loſe a moment to ſend us chelingas upon chelingas loaded "with rice. The Dutch have nothing to fear now. Beſides, "according to the law of nations, they are only to ſend us no "proviſions themſelves, and we are no longer blocked up by "ſea.

"The ſaving of Pondicherry hath been in your power once "already: if you miſs the preſent opportunity, it will be entirely

" tirely your fault. Do not forget alſo ſome ſmall chelingas.
" Offer great rewards. I expect ſeventeen thouſand Morattoes
" within theſe four days. In ſhort, riſk all, attempt all, force
" all, and ſend us ſome rice, ſhould it be but half a garſe at a
" time.

" LALLY."

This epiſtle was luckily intercepted, and the joy of the enemy was but ſhort-lived; for, about ſun-ſet on the 2d of January, the Norfolk, with Admiral Stevens' flag, was diſcovered in the offing, to the unſpeakable ſatisfaction of his friends on ſhore.

By the judicious conduct of the Admiral and his Captain, the Norfolk returned in complete order to the blockade. He fell in with the Liverpool at ſea, who had loſt all her maſts in the ſecond ſtorm; and ſoon after, he met the Grafton, who gave the Admiral the welcome tidings, that he had left Rear-Admiral Corniſh, on the 28th of December, with the Lenox, York, and Weymouth, about thirty leagues off the land, in their way from Trincomalé to Pondicherry. The Admiral gave the charge of the Liverpool to the Grafton, and got to Pondicherry road in the morning of the 3d. In the afternoon, he was again joined by them; and, next day, by Rear-Admiral Corniſh, and the ſhips under his command: ſo that the blockade was now as complete as ever.

Admiral Stevens immediately diſpatched letters to all the ſettlements of the Dutch and Danes on the coaſt, informing them, that Pondicherry was as completely beſieged as before, both by ſea and land: and that if any veſſels ſhould attempt to throw proviſions into it, they would undoubtedly be made prizes of. On the 7th, the Saliſbury arrived from Trincomalé, and brought in a prize, called La Compagnie des Indes. At the ſame time, the Tiger arrived from Madras, where they had not felt any thing of the hurricane. Every ſhip of the fleet that was expected, were now aſſembled. The Elizabeth, and the South-Sea Caſtle, with the Baleine and Hermione prizes were at Bombay; the two former gone into dock.

Colonel Coote was now employed in repairing the batteries, and approaches to the place, which the hurricanes had almoſt ruined. On the 5th, the St Thomas redoubt, of very great conſequence to the enemy, was attacked, in which were four twenty-eight pounders, and was carried without any loſs. It did not, however, remain long in our poſſeſſion; for, next morning at day-break, three hundred of the enemy's grenadiers retook it; owing to the officer who commanded there, not being able to keep his Sepoys together. By the 12th, the ten-gun battery was repaired, and kept up a very briſk fire, which greatly damaged the counter-guard and baſtion, and made a breach in the curtain. Next day, in the evening, Colonel Coote ordered a working-party of ſeven hundred Europeans, and five hundred Laſcars, with the pioneers of the army, under a field-officer, to the northward, to erect two batteries; one for eleven guns, and the other for three mortars, which the engineers had traced out; and to carry on the other neceſſary works there. Altho' the moon ſhone very bright, the enemy gave them no interruption; and, by morning, they were almoſt finiſhed.

The 14th, the ten-gun battery kept a conſtant fire the whole day, which entirely ruined the weſt face and flank of the N. W. baſtion; and, on the 15th, the eleven-gun battery opened and played with ſuch ſucceſs, that, by eight o'clock in the morning, the enemy's fire was ſilenced: whereupon, Colonel Coote gave orders for beginning a trench to contain the royal mortars, and three guns, for the more ſpeedy demolition of the demi-baſtion and ravelin of the Madras Gate.

Notwithſtanding that M. Lally ſaw clearly that Pondicherry muſt inevitably fall, yet that extraordinary man, from a moſt ſtubborn pride and obſtinacy, ſcorned to make any offer to ſurrender, or to enter into any terms for the wretched inhabitants, which might have ſaved what they had left from becoming a prey to a victorious ſoldiery. But he had not the feelings which are uſually found in men; his natural diſpoſitions partaking much more of the brute than of the hero. He was proud, obſtinate, and arrogant, to a degree. The having been, for ſo long a ſpace of time, daily eye-witneſs to the great and numberleſs ſufferings of theſe unfortunate people, muſt, on a mind poſſeſſing common humanity, have made a deep impreſſion.—This alone would have been a ſtrong incentive with any other man, to have uſed every means in his power to have obtained the moſt favourable terms from the conquerors, and to have alleviated, by every kindneſs and attention, the rigour of the fate of a ſet of men who had frequently fought under his banners, who had behaved well, and who had borne with great fortitude many hardſhips, during a blockade and ſiege which laſted eight months; eſpecially, when it is conſidered, that their preſent misfortunes had ariſen from his want of ſucceſs in the conduct of the war; and that, from having been in a ſtate of eaſe and affluence, they were likely to be plunged into ruin and want.

The inhabitants of Pondicherry were now driven to the utmoſt deſpair; and M. Lally, finding that the place could not hold out any longer, conſented to deliver it up, and gave the people leave to endeavour to obtain the beſt terms they could for themſelves, from Colonel Coote. (See Note 158.) But, from the extraordinary method in which he choſe this matter ſhould be managed, no regard was paid to their repreſentations. On the 15th, in the evening, Colonel Durre of the Royal artillery, the chief of the Jeſuits, and two Civilians, came out of the city, with propoſals for delivering up Pondicherry. (See Note 158.) M. Lally, notwithſtanding all his misfortunes, perſevered on this occaſion in all his haughtineſs. He declined to offer any terms from himſelf. Perhaps he would have found it very difficult to have urged any arguments ſtrong enough to ſave the place from the fate of Fort St David.

He ſent a letter to Colonel Coote, full of invectives againſt the Britiſh, for their breach of treaties relative to India, of which the following is a tranſlation:

" The taking of Chandernagore, contrary to the faith of trea-
" ties, and of that neutrality which has always ſubſiſted be-
" tween all European nations, and particularly between the two
" nations in this part of India; and that, immediately after a
" ſignal ſervice which the French had rendered the Engliſh, not
" only in taking no part againſt them with the Nabob of Ben-

" gal, but in receiving them in their ſettlements, to give them " time to recover from their loſſes, (as appears by the letter of " thanks from Mr Pigot himſelf, and from the Council of Madras to that of Pondicherry); added to the formal refuſal of " fulfilling the conditions of a cartel, agreed upon between our " reſpective Maſters, though it was at firſt accepted by Mr Pigot, and the Commiſſioners were named on both ſides to go " to Sadraſs, to ſettle amicably the difficulties which might occur in its execution; put it out of my power, with reſpect to " my Court, to make or propoſe to Mr Coote any capitulation " for the town of Pondicherry.

" The King's troops, and thoſe of the Company, ſurrender " themſelves for want of proviſions, priſoners of war of his Britannic Majeſty, on the terms of the cartel, which I reclaim " equally for all the inhabitants of Pondicherry, as well as for " the exerciſe of the Roman religion, the religious houſes, hoſpitals, ſurgeons, chaplains, ſervants; referring myſelf to the " deciſion of the two Courts for reparation, proportioned to the " violation of ſo ſolemn a treaty.

" Accordingly, Mr Coote may take poſſeſſion, to-morrow " morning at eight o'clock, of the gate of Villenour, and after " to-morrow, at the ſame hour, of that of Fort St Louis; and " as he has the power in his own hands, he will dictate ſuch " ulterior diſpoſitions to be made as he ſhall think proper.

" I demand, merely from a principle of juſtice and humanity, " that the mother and ſiſters of Raja Saib be permitted to ſeek " an aſylum where they pleaſe, or that they remain priſoners " among the Engliſh, and not be delivered into Mahomet Ally " Cawn's hands, which are ſtill red with the blood of the huſband and father, which he has ſpilt, to the ſhame indeed of " thoſe who gave them up to him; but not leſs to the ſhame " of the Commander of the Engliſh army, who ſhould not have " ſuffered ſuch a piece of barbarity to be committed in his " camp.

" As I am tied up by the cartel in the declaration which I " make to Mr Coote, I conſent that the gentlemen of the Council of Pondicherry may make their own repreſentations to him,

" with regard to what may more immediately concern their " own intereſts, as well as the intereſt of the inhabitants of the " colony.

" Done at Fort Louis of Pondicherry, the 15th day of January 1761.

" *To Colonel Coote.* " Lally."

To the foregoing extraordinary letter, Colonel Coote returned the following anſwer:

" The particulars of the capture of Chandernagore having " been long ſince tranſmitted to his Britannic Majeſty, by the " officer to whom that place ſurrendered, Colonel Coote can- " not take cognizance of what paſſed on that occaſion; nor can " he admit the ſame as any way relative to the taking of Pon- " dicherry.

" The diſputes which have ariſen concerning the cartel con- " cluded between their Britannic and Moſt Chriſtian Majeſties, " being as yet undecided, Colonel Coote has it not in his " power to admit that the troops of his Moſt Chriſtian Majeſty, " and thoſe of the French Eaſt India Company, ſhall be deem- " ed priſoners of war to his Britannic Majeſty, upon the terms " of that cartel; but requires that they ſurrender themſelves " priſoners of war, to be uſed as he ſhall think moſt conſiſtent " with the intereſt of the King his maſter; and Colonel Coote " will ſhew all ſuch indulgencies as are agreeable to humanity.

" Colonel Coote will ſend the grenadiers of his regiment, be- " tween the hours of eight and nine o'clock to-morrow morn- " ing, to take poſſeſſion of the Villenour gate; and the next " morning, between the ſame hours, he will alſo take poſſeſſion " of the gate of Fort Louis.

" The mother and ſiſters of Raja Saib ſhall be eſcorted to " Madras, where proper care ſhall be taken of their ſafety; and " they ſhall not, on any account, be delivered into the hands of " Nabob Mahomet Ally Cawn.

" Given at the head-quarters, at the camp before Pondi- " cherry, this 15th day of January 1761.

" *To Arthur Lally Eſq. &c.* " Eyre Coote."

To

To the articles propoſed by the Jeſuits, &c. for the Eaſt India Company, Colonel Coote returned no anſwer. (See Note 158.) On the 16th, the grenadiers of Colonel Coote's regiment took poſſeſſion of the Villenour gate, at eight in the morning; and thoſe of Colonel Draper's regiment, of the Citadel in the evening. Next day Colonel Coote, accompanied by Rear-Admiral Corniſh, and Captains Haldane and Tinker, went in and took poſſeſſion of the city on the part of both ſervices, as they had jointly compelled the place to ſubmit to them. In the city were found a great quantity of military ſtores, and a numerous artillery on the ramparts. (See Note 158.), but the proviſion was nearly expended, for there did not remain above two days ſcanty allowance of the miſerable food the garriſon and inhabitants had been neceſſitated to ſubſiſt on. To ſuch a degree were the inhabitants, and the Company's troops in Pondicherry, exaſperated againſt M. Lally, that he demanded a guard from Colonel Coote for his protection. The third day after the ſurrender of the place was appointed for his departure for Madras. In the forenoon of this day, a number of officers (moſtly of the French Company's battalion) and others, went up the ſteps of the Government-Houſe, and made towards M. Lally's apartments; no longer reſtrained by his authority, and regarding him as the ſole author of all the calamities that had befallen them, their deteſtation of him was redoubled, and they broke out in the moſt vindictive expreſſions of menace and reproach: one of his Aid-du-Camp's came out to them, him they inſulted; and there is no knowing to what length their thirſt of revenge would have carried them, when a guard arrived and diſperſed them; but they reaſſembled about one o'clock, and waited at the gate of the citadel; but M. Lally did not come out till the evening, when he was eſcorted by fifteen Britiſh Huſſars, and four troopers of his own guard. He was in his palankin. Near a hundred perſons were gathered together at the gate, moſtly officers, and with them the counſellors M. Maracin and Courten. No ſooner did M. Lally appear, than a hue and cry was ſet up by this groupe of people; who inſulted him with hiſſes, pointing, and every abuſive name; but the eſcort prevented his perſon from violence. M. Dubois, the King's Commiſſary, was to have accompanied M. Lally, but he did not leave the fort until an hour afterwards. He was on foot. At the gate, the ſame perſons were again aſſembled, and were as abuſive to him as they had been to M. Lally: he ſtopt, and ſaid he would anſwer any one; on which one Defer ſtept out: they drew, and at the ſecond paſs, laid Dubois dead. He was about ſixty years of age, ſhort ſighted and always wore ſpectacles. No one would aſſiſt his ſervants to remove and bury the corpſe. He had raiſed the reſentment that was now ſhewn to him, by his having been the author of the proteſts on the part of the King, againſt all the diſorders and irregularities which came to his knowledge in the department of the French ſettlements in India.

This conqueſt put an end to the French power on the coaſt of Coromandel, and in a manner annihilated their Eaſt India Company; as, in conſequence of it, the Britiſh now commanded the whole commerce of the Eaſtern peninſula of India, from the Ganges to the Indus, the moſt extenſive and moſt profitable ſphere of commerce in the world.

M. Lally, when he arrived in India, brought with him ſuch ſtrong reinforcements, that he vowed after the taking of Fort St David's, he would extirpate the Britiſh from the country. But Colonel Coote having gained the glorious battle of Wandewaſh, not only ſecured by it our own ſettlements, but, by ſteadily purſuing his plan, without any conſiderable reinforcements, had the glory of delivering the Britiſh ſettlements in India from the power of this moſt formidable rival.

It afforded great ſatisfaction to the kingdom, to learn, that the moſt perfect harmony had ſubſiſted between the fleet and army, during this tedious ſiege. The loſs ſuſtained by the army was inconſiderable; but that of the navy was very heavy, as we have already mentioned. Among the gallant officers drowned on the 1ſt of January, were Captains Sir William Hewit, Baronet, and the Honourable James Colvill, of the Royal Navy.

Of the ſhips which were driven aſhore, the guns, with moſt of the ſtores and proviſions, were ſaved; and it was chiefly from the materials of thoſe veſſels, that the diſabled ſhips were ſo ſpeedily refitted. The loſs the enemy ſuſtained was very conſiderable. The military, who were made priſoners, amounted to near fifteen hundred; and the inhabitants and ſervants of the Eaſt India Company, to upwards of ſix hundred. The military ſtores and wealth found in the place was very great. (See Note 158.)

## WEST INDIES.—*Leeward Island Station.*

Commodore Sir James Douglas commanded his Majeſty's fleet on this ſtation, which was of conſiderable ſtrength. (See Note 159.) His Majeſty's ſloop of war the Virgin, commanded by Captain St Loe, on her way from Barbadoes to Guadaloupe, had the misfortune to fall in with three ſtout privateers belonging to Martinico, and, after making all poſſible reſiſtance, was taken; Captain St Loe, and many of his crew, being killed.

The French having no ſquadron in theſe ſeas, Sir James Douglas was the better enabled to beſtow his attention to the protection of our own trade, and to diſtreſs that of theirs. As, however, they had a ſwarm of ſmall privateers, which greatly interrupted our commerce, he ſet about deſtroying them effectually, and placed his cruizing ſhips in ſuch a manner, that numbers of them were taken. The Buckingham and Naſſau convoyed the firſt fleet to England. The Foudroyant, Lancaſter, and Emerald the ſecond.

Captain O'Brien of the Temple, with the Griffin under his command, being on a cruize to the ſouthward, in the month of September, received information of ſeven ſail of veſſels that were at an anchor at the Grenades, laden with proviſions, &c. for Martinico; to which place he immediately proceeded; and, after ſilencing their batteries, cut out the veſſels, among which was his Majeſty's ſloop the Virgin, taken by the enemy in April laſt. The Temple had two men killed, and twenty wounded; among the latter was Lieutenant Vincent, who had the misfortune to loſe his leg by a cannon-ſhot. The Griffin, who had an equal ſhare in this undertaking, had not a man hurt. Theſe ſhips, in their way from the Grenades to Antigua, fell in with, and took thirteen veſſels, bound to Martinico, laden with proviſions, &c.

The cruizers belonging to this ſquadron made many conſiderable prizes. Many of the enemy's privateers were taken or deſtroyed, and numbers of them laid up at the different harbours of Martinico, &c.; and our own trade was ſo well protected, that the merchants had no cauſe of complaint.

## WEST INDIES.—*Jamaica Station.*

Rear-Admiral Holmes relieved Vice-Admiral Cotes on this ſtation, who ſailed for England in the Marlborough, taking along with him the trade that were then ready. (See Note 160.) Admiral Holmes having received intelligence that five French frigates, with other veſſels, were preparing at Cape François to ſail for France, he diſpatched the Hampſhire, with the Boreas and Lively frigates, to intercept them. On the 16th of October, the expected fleet put to ſea from the above-mentioned port; and next morning, at ſun-riſe, the Britiſh ſhips getting ſight of them, immediately gave chaſe; they then bore due E. Cape Nicholas bearing S. by E. diſtant eight leagues. Owing to calms, and variable winds, they neared the enemy but ſlowly. In the evening, however, the breeze freſhened, which brought our ſhips faſt up with them. At twelve at night, the Boreas being the headmoſt ſhip, got along-ſide the Sirenne, commanded by Commodore M'Cartie. They engaged very ſmartly for five and twenty minutes; when the Sirenne, declining the action, ſhot ahead, and endeavoured to get off. The Boreas, being diſabled in her rigging, could not again cloſe with her till two in the afternoon of the next day; when a vigorous action commenced off the eaſt end of Cuba, and continued till forty minutes paſt four, when the Sirenne ſtruck. She mounted thirty-two guns, and had on board two hundred and eighty men, eighty of whom were killed and wounded; moſt of their wounded died. The Boreas had one man killed, and one man wounded. At the time the Boreas firſt engaged the Sirenne, ſhe was to the northward of the Hampſhire and Lively, who were in chaſe of the other four frigates, which were making the beſt of their way to the ſouthward; but the night being dark and ſqually, they were only able to keep ſight of them.

On the 18th, at day-light, the enemy were ſix miles ahead of the Lively, exerting all their ſkill to make the weſt end of the iſland of Tortuga, and get into Port-au-Paix. The Lively, who made good uſe of her oars, was conſiderably ahead of the Hampſhire, and got along-ſide of the Valeur, the ſternmoſt of the enemy, at half an hour paſt ſeven. A very ſmart action enſued, which continued for an hour and a half; when the Valeur, commanded by Captain Talbot, ſtruck, having a Lieutenant and thirty-ſeven men killed, and the Captain, maſter, boatſwain, and twenty-two private men wounded. She mounted twenty guns, and had on board, at the beginning of the action, one hundred and ſixty men. On board the Lively, only two men were killed. Both the prizes were purchaſed by Government, and added to the Royal Navy by the ſame names.

The Hampſhire kept on after the other three frigates; and the wind freſhening, ſhe gained ſo faſt upon them, that at half paſt three in the afternoon, ſhe got between the Duc de Choiſeuil and the Prince Edward, the two headmoſt ſhips, and opened her fire upon them. But the firſt having the advantage of the wind, made good her retreat into Port-au-Paix. The other run on ſhore about two leagues to leeward, when ſhe ſtruck her colours: but, on the Hampſhire preparing to take poſſeſſion, the enemy ſet her on fire, and ſhe ſoon after blew up.

On the 19th, in the morning, the Hampſhire, having the Lively and her prize in company, made ſail towards Freſh-water bay, which lies a little farther to leeward of Port-au-Paix, to take or deſtroy the Fleur de Lys, the ſternmoſt of the three frigates ſhe had chaſed the day before; but on the approach of our ſhips, the enemy ſet her on fire, and ſhe ſoon after blew up.

The enemy had but few ſhips at ſea. Admiral Holmes's ſquadron, however, took and deſtroyed a great many of their privateers. The taking of the Vainqueur of ten guns, ſixteen ſwivels, and ninety men, and the Mackau, a ſmall veſſel of ſix ſwivels and fifteen men, from the bravery of the action, deſerves particular notice. They were taken by the boats of the Trent and Boreas, commanded by the firſt Lieutenants of their reſpective ſhips. Meſſrs Millar and Stuart, in Cumberland harbour, there not being water to carry any of the ſhips up to them. The officers and men in the boats behaved with the greateſt intrepidity, and boarded and carried the Vainqueur under the ſtrongeſt premeditated difficulties the enemy could deviſe. The Trent had three men killed, one miſſing, and one wounded. The Boreas had one man killed, five wounded, and her barge ſunk in boarding. As ſoon as they had taken theſe two veſſels, they puſhed on after the Gueſpe, of eight guns, and eighty-ſix men, which lay farther up in the Lagoon; but on their approach, the French ſet her on fire, and ſhe was deſtroyed. The loſs of the enemy, on this occaſion, was very uncertain; for about forty of them jumped over-board, when the boats boarded the Vainqueur, and ten men were found wounded on board. The Mackau made no reſiſtance.

The Harwich man of war had the misfortune to be drove on the Colorodos, at the weſt end of Cuba; and, notwithſtanding all the efforts of the crew, was totally loſt. Luckily the men were ſaved, and carried to the Havannah, from whence they were ſent to Jamaica.

## NORTH AMERICA.

THE ſucceſs which had attended all our military operations in this part of the world, laſt year, determined Adminiſtration ſteadily to purſue and follow up the advantages they had gained; and indeed, if poſſible, to deprive the French of all their poſſeſſions in North America, in the courſe of this campaign. For this purpoſe, three expeditions were planned; all of which were to have diſtinct views, in the firſt part of their operations, but ultimately to form a junction for laying ſiege to the city of Montreal; by the fall of which, an end would be put to the French dominion in this part of the globe.

The Commander in Chief had been very aſſiduous, during the winter, to eſtabliſh ſuch a naval force on Lake Ontario, as would enable him to face the fleet the enemy had on it; and if he brought it nearly to an equality, he was pretty confident that he would ſoon become ſuperior to them. For this purpoſe, two very fine veſſels had been built at Niagara, viz. the Onondaga, carrying eighteen guns, of which four were four-pounders, the reſt ſix-pounders; and a crew of one hundred men: and the Mohawk, carrying ſixteen ſix-pounders, and ninety men. At Oſwego, he had likewiſe ſome row-gallies, and floating batteries, and a number of whale-boats built. Theſe, with what he had brought down Wood Creek, he thought would be ſufficient to tranſport his army acroſs Lake Ontario, then to enter the river St Lawrence, fall down the ſtream, and attack the enemy's poſt at La Gallette. As ſoon as he had made himſelf maſter of that place, he was to proceed down the river againſt Montreal.

The military force deſtined for this ſervice, amounted to near thirteen thouſand men; one half of which were regular troops, and the other half Provincials; and to theſe may be added, a body of Indians, of various tribes or nations, under the command of Sir William Johnſon, Baronet.

The Commander in Chief made choice of this route, not only as the eaſieſt, but as the ſureſt means to prevent the enemy from retiring, by means of the river St Lawrence, and the lakes, to their ſettlements on the Miſſiſippi, which they might have done, if he had advanced againſt them by the route of Lake Champlain. The ſecond expedition was to be conducted by Colonel Haviland, whoſe force, in Regulars and Provincials, might be about five thouſand men. (See Note 161.) Having a decided ſuperiority of naval force on Lake Champlain, he was to embark his army to Crown Point, croſs the Lake, and attack the French poſt on the Iſle aux Noix; which having ſecured, he was to make himſelf maſter of the enemy's forts at Chamblée and St John's; and, by means of the river Sorel, form a junction with the army under the Commander-in Chief at Montreal.

The third expedition, under the command of General Murray, was to proceed from Quebec, whoſe army was to be compoſed of two regiments from Louiſburg, and all the troops that could be ſpared from the garriſon of Quebec. With this force, he was to embark on board of veſſels, and to proceed up the river St Lawrence, as ſoon as it became navigable, to attack any poſts the enemy might have between Quebec and Montreal; and at this laſt-mentioned place, to form a junction with General Amherſt. Lord Colvill, with whom the command of the ſquadron wintering at Halifax had been intruſted, entered the river St Laurence as ſoon as the ſeaſon would permit; indeed, ſo early, as to preclude ſome ſtore-ſhips from France proceeding up the river to Quebec, which city they entertained hopes that the Chevalier de Levis had retaken; whereby theſe ſhips were conſtrained to ſteer for the bay of Chaleur.

Adminiſtration were in no way wanting on their part; for Commodore Swanton, with a very conſiderable naval force, ſtores of all ſorts, and proviſions, was diſpatched very early in the ſpring from England, (See Note 162.); while, in order to ſtrengthen the main army as much as poſſible, and leſſen the public expence, the greateſt part of the garriſon of Louiſburg was ordered to be withdrawn, and to join General Murray's army at Quebec.

A ſmall ſquadron at the ſame time, under the command of Captain Byron, (See Note 162.) was ſent to Cape Breton, having on board a company of miners, with orders to deſtroy the fortifications of Louiſburg, preſerving only the iſland battery, and the royal baſtion of the town, where were the barracks, and which could eaſily be converted into a fort capable of containing a few companies of infantry.

The French Generals were ſenſible, that unleſs they made a vigorous effort to retrieve their affairs, they muſt inevitably be cruſhed by ſuperior numbers; and accordingly reſolved to recover, if poſſible, the city of Quebec, before the river St Lawrence was ſo far clear of ice as to admit of the Britiſh fleet. They therefore buſied themſelves the whole of the winter, in preparations for this enterprize.

Theſe, however, they were unable to carry on with ſuch ſecrecy, as to prevent General Murray from obtaining information of their deſign. As he looked on the fortifications of Quebec as a ſtrong cantonment, and truſted to them only as his laſt reſource, he determined, the moment the froſt broke up, to form a ſtrong intrenched camp on the heights above the town; and which the enemy muſt force, before they could lay ſiege to the place. For this purpoſe, he called in his diſtant out-poſts, ordered all the inhabitants to retire, and cauſed intrenching tools to be carried to the ſpot on which he intended to raiſe his new fortifications. The froſt, however, prevented him from executing his plan, before the French army, commanded by the Chevalier de Levis, made their appearance.

The enemy's force was compoſed of regulars, colony troops, and Canadian militia, making in all, between fourteen and fifteen thouſand men. M. de Levis ſent down the river his heavy artillery, ſtores and proviſions, on board a number of veſſels, eſcorted by two frigates, under the command of M. Vauguelin. Theſe were to come to an anchor at the Foulon, a few miles above the town.

Though the garriſon of Quebec had ſuffered ſeverely during the winter, from an inveterate ſcurvy which had carried off near a thouſand men; yet General Murray, conceiving the French army to be chiefly compoſed of militia, (while the troops under his command, though fewer in number, were brave, in high ſpirits, and habituated to defeat the enemy), reſolved to march out and attack M. de Levis before his army could recover themſelves from the effects of a long and fatiguing march, or his artillery join him.

Accordingly, early on the 28th of April, he marched out with upwards of three thouſand men, the flower of his garriſon, and twenty field-pieces, ſix-pounders. He found the

French army at the village of Sillery, and attacked it with the greateſt ardour. Had the valour of the troops been properly ſeconded by the field-pieces, it is probable that the Chevalier de Levis would never have broke ground before Quebec. But the Commanding-officer of artillery, by ſome fatal miſtake, placed the cannon in a hollow, inſtead of an eminence, where he would have had a full view of the enemy; and, by a moſt unpardonable blunder, the ſhot brought along with the guns, was for nine, inſtead of ſix-pounders; by which means, the artillery was of no manner of uſe; and the whole brunt of the action fell on the infantry, who, after behaving as well as it was poſſible for men to do, were compelled, by ſuperior numbers, to retire with conſiderable loſs, within the walls.

Had the enemy aſſaulted the town that night, when the garriſon had not yet recovered from their fatigues, and were diſpirited by a defeat, the event, from the great extent of the place, and the weakneſs of the works, had probably terminated in their favour. But they loſt this opportunity; and the garriſon now ſeeing that their relief ſolely depended on the arrival of the Britiſh fleet, reſolved to defend the place as long as it was in their power; in hopes, by their exertions, to find the enemy ſo much work, that their friends would have time to come to their aſſiſtance.

The next day, the enemy broke ground, and were buſied in erecting batteries. The garriſon, at the ſame time, was not idle; and from this time, to the 9th of May, the men were employed in repairing the works, and dragging cannon from the lower town to the upper. Their fire increaſed every day; and before the enemy could return a ſhot from their batteries, General Murray had got one hundred and fifty cannon mounted on the ramparts. He diſpatched the Racehorſe ſloop of war down the river to look for the fleet, and haſten them to the relief of the garriſon.

On the 9th, the Loweſtoffe frigate, commanded by Captain Deane, anchored in the baſon, and ſaluted the garriſon, whoſe joy on this occaſion was ſo great, that they redoubled their fire on the enemy for ſome hours. Captain Deane immediately landed, and gave the joyful tidings, that Commodore Swanton, with a fleet from England, was at hand to give them relief. A ſchooner was immediately diſpatched down the river, in hopes of finding him. Captain Deane had captured a ſtoreſhip from France, in the Gulf of St Lawrence, mounting twenty ſix guns; which he ſent to Halifax.

On the 11th, the enemy opened one battery of mortars, and three of cannon, which they afterwards increaſed; ſo that they had at one time, about ten mortars, and near forty pieces of cannon, of twelve, eighteen, and twenty-four-pounders, in action againſt the place. But our fire was ſo very ſuperior, that they were ſometimes forced to alter their attack; while at others, we ſilenced their batteries. The wind at laſt proving favourable, Commodore Swanton, in the Vanguard of ſeventy guns, accompanied by the Diana frigate, anchored in the baſon, the 15th, in the evening. Captain Deane went immediately on board of the Vanguard, and let the Commodore know that General Murray was very deſirous that the enemy's naval force above the town ſhould be removed.

Early on the 16th, therefore, as ſoon as the tide would permit, the Commodore and the two frigates worked up to attack the enemy's fleet. At firſt, Mr de Vauguelin made a ſhew as if he meant to ſtand an action; but he was attacked with ſuch vigour by the two frigates, the whole of his fleet fled with the utmoſt precipitation. The Pomona of thirty-ſix guns was drove aſhore, and afterwards burnt, a little above Cape Diamond; and the Atalante of thirty-two guns, ſhared the ſame fate, near Point au Tremble, about ten leagues above the town. Of their whole fleet, only the Maria ſloop of war eſcaped; and ſhe, having a number of wounded officers and priſoners on board, made off the moment they perceived the Britiſh ſhips in motion to attack them. The reſt of the enemy's veſſels were either taken or deſtroyed. They loſt many men, and had a number made priſoners, among whom was M. de Vauguelin their Commodore. Whilſt the Loweſtoffe and Diana were employed in purſuing and deſtroying the enemy's fleet, Commodore Swanton, in the Vanguard, fell down the channel of

Sillery, brought his broadſide to bear on the right flank of the enemy's trenches, and enfiladed them with his cannon for ſeveral hours. This fire was ſo well ſeconded by that from the ramparts, that the enemy were compelled to abandon that part of their works. M. de Levis ſent two field-pieces to play on the Vanguard, but they had no effect; and the ſhip ſheering with the tide, brought ſome of her guns to bear on them; on which the enemy retired with great ſpeed.

In the night between the 16th and 17th, M. de Levis raiſed the ſiege: the Militia of the lower country were ordered to return to their reſpective pariſhes, while the Regular and Colony troops retired to Jacques Cartier. The better to deceive General Murray, they left their camp ſtanding, with a great deal of baggage; ſtores of ammunition and proviſion; thirty-four pieces of battering cannon ten field-pieces, ſix mortars, four petards, and a large quantity of ſcaling ladders and intrenching tools. General Murray puſhed out at the head of the grenadiers and light infantry, in hopes of cutting off ſome of them in their retreat: but they had got ſo much the ſtart of him in point of time, and retreated ſo rapidly, that he could not overtake them, and returned to Quebec, with only a few ſtraggler priſoners.

The Loweſtoffe frigate, in returning from purſuing the enemy, unfortunately ſtruck on a ſunken rock in the middle of the river, and ſunk ſoon afterwards; but all the crew were ſaved. Commodore Swanton, on his way up the river, looked into Gaſpée bay, and found the ſtore ſhip on which M. de Levis ſo much depended. She was unrigged, and he left the Eurus frigate in charge of her. Lord Colvill, with his ſquadron, arrived on the 18th: he had been greatly retarded in his paſſage from Halifax by thick fogs, great quantities of floating ice, and contrary winds.

Captain Schomberg of the Navy, and Lieutenant-Colonel Maitland, were ſent home with Lord Colvill's and the General's diſpatches, to Mr Secretary Pitt, giving an account of the raiſing of the ſiege of Quebec. They were both moſt graciouſly received by the King, who ordered each of them a preſent of five hundred pounds.

General Murray having orders to march againſt Montreal, with all the force he could ſpare from his garriſon, ſet to work to prepare for that expedition. He drew detachments from the different regiments to the amount of two thouſand five hundred men. Theſe he formed into ſeven battalions, divided them into two brigades; the firſt commanded by Colonel Burton, and the other by the Honourable Colonel Howe.

The fleet which was to eſcort them up the river, was commanded by Captain Deane[*], and conſiſted of the Penzance, Diana, and Porcupine; the Gaſpée ſchooner of eight guns; five row-gallies, having a twenty-pounder each; and four row-gallies having a twelve-pounder each; forty tranſports, and twenty-ſix boats. The troops embarked on board the tranſports the 13th of June, and ſailed next day, without waiting for the reinforcements daily expected from Louiſburg under convoy of the Sutherland. They paſſed by Jacques Cartier without receiving any injury, notwithſtanding that the enemy fired very briſkly upon them; for the channel being near the ſouth ſhore, the diſtance was too great for either their ſhot or ſhells to do any execution. They anchored that evening at De Chambaud. The next day, they were to paſs the Rapids of Richelieu; to oppoſe which, the French had erected a battery of three guns, having alſo ſome armed galliots, in order to diſpute the paſſage. The Porcupine ſloop, and ſome of our gallies got through. The enemy kept a briſk fire on them, and ſome of the tranſports as they paſſed, by which they killed an officer and three privates of the Highlanders, and wounded a few more; but were beat off by the cannon of the Porcupine and gallies. The tide now failed, and the wind became contrary; ſo that the army was ſeparated for near twelve days, one half being above the Rapids, the other below them.

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[*] This is ſuppoſed to be the gentleman who was ſent expreſs by the Admiralty to Admiral Boſcawen, at Portſmouth, when he was on the point of ſailing to North America, in 1758, to attack Louiſburg. See North America, 1758.

During this diſagreeable interval, General Murray landed ſome of his troops every day on the ſouth ſhore. He publiſhed a manifeſto, aſſuring the inhabitants, that all who did not quit their habitations, and appear in arms, ſhould be protected, and meet with no moleſtation. The Penzance was ſtationed below the Rapids, ſhe drawing too much water to proceed higher up. On the 27th, a freſh and favourable gale ſprung up; ſo that the Diana with the troops below got through, and joined their friends above the Rapids.

Had the enemy placed ſome armed ſhips at the upper end of the Rapids of Richelieu, and provided ſome ſmaller ones, filled with combuſtibles, ready to ſend down among our ſhips as ſoon as they entered them, it would have been next to an impoſſibility for our people to have forced a paſſage through the Rapids; and, to have reached Montreal by marching up the ſouth ſhore, would have been a tedious and difficult taſk.

On the 8th of Auguſt, the fleet paſſed by Trois Rivieres, which the enemy had made as ſtrong as time and circumſtances would admit of; and having removed a ſtrong boom, laid acroſs the river by the enemy to obſtruct the navigation, they, on the 12th, anchored off Sorrel, at which place the enemy had a ſtrong poſt, defended by a large body of regular troops, under the command of M. de Bourlemaque; which were deſigned to prevent a junction being formed by the army under General Murray, and that under Colonel Haviland. The Diana was ſtationed below Trois Rivieres, to keep open the communication with Quebec.

M. Dumat, who had attended to General Murray's motions all the way up the north ſhore from Jacques Cartier, having with him a corps conſiſting of the piquets of the French army, the light cavalry, and ſome Canadians, amounting in all to near three thouſand men, now cantoned his corps between Trois Rivieres and Montreal. Lord Rollo, with the troops from Louiſburg, followed General Murray up the river with all the diſpatch in his power. His little fleet was conducted by Lieutenant Garnier of the Navy, whom Lord Colvill had ſent on purpoſe. About a league from Trois Rivieres, he received a verbal meſſage from General Murray, by Lieutenant Cock of the Navy, who being a ſenior officer to Mr Garnier, inſiſted on taking charge of the fleet, and of conducting it up the river: Lord Rollo would not interfere in the diſpute, but only ſaid, if he did ſo, he muſt abide by the conſequences.

The river divides into two channels near to Trois Rivieres; and by the ſouthermoſt Lieutenant Garnier meant to have conducted the fleet. Lieutenant Cock was of a contrary opinion, and choſe the channel cloſe by the town; in paſſing of which, the fleet was fired very ſmartly upon from their batteries, by which Lieutenant Malcolm of the twenty-ſecond regiment had his leg ſhot off, and ſeveral men were killed. General Murray made good his landing on the iſland of St Ignatius, and was there joined by Lord Rollo, and the troops under his command.

The Chevalier de Levis now took the command of the French troops at Sorrel, to watch the motions of the Quebec army. General Murray ſent detachments down the river, and chaſtiſed ſome pariſhes who had taken up arms, after having taken the oaths of neutrality. Their habitations being deſerted, General Murray gave orders to burn them. In his letter to Mr Secretary Pitt, he humanely laments being compelled to uſe this violence; ſaying, "My nature revolts when this becomes "a neceſſary part of my duty."

Let us now take a view of the operations of the army under the Commander-in-chief. The grand rendezvous of this army was at Oſwego, where a royal dock-yard was eſtabliſhed, and a number of ſhip-carpenters ſet to work to build gallies and a radeau, while the ſoldiers were buſied in building a fort to contain ſix hundred men. The whole force, on this expedition, was near twelve thouſand men. The grenadiers and light infantry of the army were formed into ſeparate corps. The command of the former was given to Lieutenant-Colonel Maſſey, and of the latter, to Lieutenant-Colonel Amherſt. On the 14th of July, our two war ſnows from Niagara appearing in ſight of Oſwego, the General ſent off an officer to Captain Loring, with orders for him to proceed in ſearch of the enemy's veſſels, which he had intelligence were cruizing on the lake. On the 20th, theſe veſſels appeared in ſight of Oſwego, Captain Loring not having fallen in with them. On this, the General diſpatched a boat in ſearch of the Captain, with orders for him to attack the enemy immediately. By the 25th, the army was aſſembled; and all matters being arranged, on the 5th of Auguſt, the General gave orders for the army to hold itſelf in readineſs to embark.

On the 7th, the grenadiers, the firſt battalion of Royal Highlanders, and two companies of rangers, embarked; and were detached under the command of Colonel Haldimand, to take poſt at the bottom of the lake, and to aſſiſt Captain Loring in finding the proper channel for proceeding down the river St Lrwrence. The army was eſcorted by five row-gallies, each carrying a twelve pounder; and a radeau, carrying a twenty-four pounder. On the 10th, all the regulars embarked; and in order to avoid the confuſion reſulting from ſuch a number of batteaux and other boats and ſmall craft, the General puſhed forward with them, leaving orders with Brigadier-General Gage to embark the remainder, and follow as ſoon as poſſible.

A garriſon and a number of artificers were ordered to be left at Oſwego, where an hoſpital was eſtabliſhed. From the ſtrict diſcipline which the General cauſed to be obſerved, and the orders he gave out, our Indian allies began to grow tired of the ſervice, as they had no proſpect of having an opportunity of gratifying their natural diſpoſition with murder and devaſtation; ſo that, when the army embarked, their numbers were diminiſhed from thirteen hundred and thirty, to ſix hundred and ſix. From the number of troops left in garriſon at Oſwego, the ſick in the hoſpital, and the deſertion of the ſavages, the army was now reduced to about ten thouſand five hundred men.

Bad weather obliged General Amherſt, with his corps, to put into a ſmall creek at night; in doing of which, an artillery boat was loſt on the bar at the entrance of it. The weather becoming more moderate, he proceeded, at noon on the 11th, for the river de la Mothe; where he was joined by General Gage with the provincials on the 12th, when the army landed. It embarked the next morning, and, without meeting any accident, joined the advanced corps under Colonel Haldimand, who had taken poſt on a ſpot at the head of the river St Lawrence. That day the army paſſed by our two war veſſels, when Captain Loring, not having found the right channel of the river, the General reſolved to proceed without them. The 16th, the advanced guard of the army arrived late at Point de Baril, from whence one of the enemy's brigs appeared in ſight; and by intelligence which the General received from an Oſwegatchie Indian, he was informed, that one of the enemy's brigs lay aground near La Galette; and that another brig lay at anchor in the river, not far off. The General reſolved to attack the latter with the row-gallies; and Colonel Williamſon requeſted leave to lead the attack, to which the General aſſented.

The night being very dark, this attack was poſtponed till the 17th, when the army moved on, and ſoon came in ſight of the enemy's veſſel, which endeavoured to eſcape up the river. Colonel Williamſon and the five gallies immediately made towards her. She cannonaded them with great briſkneſs as they advanced. When the gallies got to the proper diſtance for engaging, the wind died away, which was of great ſervice to them; as they were thereby enabled to point their fire with the greater exactneſs. Colonel Williamſon was rowed in a ſmall boat to the different gallies, and directed the attack.

The General had ordered Colonel Grant, with three hundred men, to advance and board her; but before this order could be executed, ſhe ſtruck. The action laſted two hours and a quarter. She was called the Outawa, mounted one eighteen pounder, ſeven twelve pounders, and two eight pounders; had on board one hundred men; was about one hundred and fifty tons burden, and was commanded by M. la Broquerie.

The General was ſo extremely well pleaſed with the conduct of Colonel Williamſon on this occaſion, that he named the prize the Williamſon, and gave the command of her to Lieutenant Sinclair. The gallies fired one hundred and eighteen rounds; the brig fired ſeventy-two. We had a ſerjeant of artillery killed, and one man wounded: the enemy had three killed, and twelve wounded. The army reached Swegatchie, or

La Galette, and encamped; from whence the General ſent engineers to reconnoitre Fort Levis on Iſle Royale, and the iſlands near it. The army was ready to move on at day-break on the 18th; but the gallies had not yet completely refitted the damages they ſuſtained in the action. The engineers did not return till near ten o'clock in the forenoon; and, from the report they made, the General did not find it neceſſary to make any alterations in his plan for attacking the fort on Iſle Royale.

The weather was very bad; but as ſoon as it cleared up, the General ordered the army to move on. A ſmall veſſel of the enemy's, together with four or five row-gallies, each having a four-pounder on board, came in ſight; but on our gallies making towards them, they retired under protection of the fort. The diſpoſition made for inveſting the fort, was as follows— The General took with him the eightieth regiment, three row-gallies, the light infantry, grenadiers, firſt brigade of regulars, Schuyler's regiment of provincials, and the greateſt part of the Indians who were with Sir William Johnſon, and ſome light field pieces. They were to row down by the north ſhore, paſs the fort, and take poſſeſſion of the iſland and coaſts below it; whilſt two companies of rangers, two row-gallies, the ſecond brigade of regulars, Lyman's regiment of provincials, with the remainder of the Indians, under the command of Colonel Haldimand, were to row down the ſouth ſhore, to take poſt oppoſite the fort, where they were under cover. The other provincial regiments, and the heavy artillery remained at Swegatchie, under the command of Brigadier-General Gage. The Williamſon brig was ordered to ſail down in the middle of the river between the two columns, and to anchor at random-ſhot from the fort.

The enemy kept up a briſk cannonade from the fort, on the column that rowed by the north ſhore, the row-gallies, and the Williamſon brig; by which one row-galley was ſunk, and ſeveral boats and oars were ſtruck with their ſhot: on this occaſion, we had two men killed, and eight or nine wounded. As the boats were ordered to keep at a conſiderable diſtance from each other, the column was of great length, and the laſt boat did not arrive till eleven o'clock at night, when the place was completely inveſted.

Iſle Galot, and L'Abbé Piquet's iſland, were found abandoned. The enemy had fled with great precipitation, as in their houſes ſome ſcalps were found, which they had taken on the Mohawk river, with tools and utenſils of various kinds, two ſwivels, ſome barrels of pitch, and a great quantity of iron. The Indians, on finding the ſcalps, burnt the chapel, and all the houſes. Endeavours were uſed this night to weigh the row-galley, but without effect.

On the 19th, the General and engineers reconnoitred the fort, and pitched on proper ſpots for erecting batteries againſt it, viz. one on each of the two iſlands neareſt the fort, and one on a point of land on the ſouth ſhore. They were to be mounted with ſixteen pieces of cannon, twenty-four and twelve-pounders, one ten-inch mortar, and two howitzers; and the work was ſet about immediately. The fort fired on the Williamſon, which Lieutenant Sinclair ſmartly returned; but the General ſent him word to avoid, rather than keep up the cannonade.

In the afternoon, our two ſnows appeared, and the General ſent orders to Captain Loring to anchor at random-ſhot from the fort, and avoid firing. The row-galley was weighed up in the night; the gun was found to be damaged, but not rendered unſerviceable. The faſcines and materials for the batteries being in great forwardneſs, the heavy artillery was ordered down from Swegatchie in the night, with all the troops there, except one of the Connecticut regiments, which was ordered to take poſt at that place. On the 23d, all the batteries opened on the fort; and their fire ſoon obliged the enemy to draw in ſome of their guns.

The General, that he might loſe as little time before the place as poſſible, formed a plan to carry it by aſſault. For this purpoſe, the three veſſels were ordered to fall down the ſtream, and anchor as near the fort as they could, their tops being manned with good markſmen, to prevent the enemy from making uſe of their guns. The grenadiers were then to be rowed in, and landed with their ſcaling-ladders, whilſt the light infantry were to keep firing into the embraſures, and on the works. Theſe orders the troops received with great cheerfulneſs, and prepared to put them in execution with alacrity; but an accident happened, which obliged the General to poſtpone his intentions.

The Williamſon, commanded by Lieutenant Sinclair, and the Mohawk. commanded by Lieutenant Phipps, punctually obeyed their orders, anchored near the fort, and gave and received a very ſtrong fire. But Captain Loring in the Onondoga, not taking the ſame courſe, ran aground. The two firſt veſſels, not being properly ſupported, were very roughly handled. The Williamſon had a plank ſtarted, and was obliged to retire to one of the neighbouring iſlands to get it repaired; and as all the enemy's fire was now aimed at the Mohawk, ſhe was in danger of being ſunk, which compelled Mr Phipps to order his cable to be cut, and come off.

The enemy ſeeing the diſtreſs of the Onondago, poured all their fire on her; and although within four hundred yards of our batteries, Captain Loring ſtruck his colours, and ſent his maſter on ſhore to the enemy, who endeavoured to take poſſeſſion of her; but Colonel Williamſon obſerving this, ordered one of the batteries to be pointed againſt them. The fire from it obliged them to deſiſt from their deſign, and to retire to the fort, with the loſs of ſome of their people. The General then ordered Lieutenant Sinclair from the Williamſon, and Lieutenant Pennington, with a detachment of troops, to go on board the Onondoga. This they immediately did, with the moſt undaunted reſolution, and again hoiſted the colours: but all their endeavours to get off the veſſel proving ineffectual, they, by order, abandoned her about midnight.

Perhaps this accident was not ſo unfortunate as was at firſt imagined. It probably was the means of ſaving much blood, which muſt have been ſpilled in aſſaulting the fort; ſince on the 25th, M. Pouchot, Commandant of the garriſon, beat the chamade; and demanding what terms he might expect, was anſwered, That the fort muſt be immediately ſurrendered, and the garriſon made priſoners of war, only ten minutes being allowed for a reply. The terms were accepted within the limited time; and Colonel Maſſey[*], with three companies of grenadiers, took poſſeſſion of the place. (See Note 163.)

The loſs ſuſtained by the Britiſh before it, was twenty men killed, and nineteen wounded. Our firſt ſhot killed the enemy's officer of artillery; they loſt eleven men afterwards, and had about forty wounded[†]. What row-gallies and boats they had, were delivered up with the fort. The pilots found in Fort Levis, were all detained, in order to conduct the army down the river. The garriſon were ſent to New York. The General changed the name of Fort Levis to Fort William Auguſtus.

When the place ſubmitted, the Britiſh Indians prepared to enter it, with an intention to tomahawk and butcher the garriſon. The General having notice of their intentions, ſent to Sir William Johnſon, praying him to perſuade them, if poſſible, to deſiſt; at the ſame time aſſuring him, if they offered to enter the fort, he would order them to be fired on. The ſtores of the place, he ſaid, ſhould be delivered up to them, his army not wanting what few blankets might be found there.

This meſſage had its proper effect, and ſaved the unfortunate garriſon; but it in a great meaſure alienated the affections of theſe ſavages, inſomuch, that Sir William Johnſon informed General Amherſt, that he was apprehenſive, from their extreme diſguſt, that they would quit the army, and retire to their reſpective homes. To this General Amherſt replied, that "he believed he had ſufficient force for the ſervice he was "going on, without their aſſiſtance: he wiſhed to preſerve "their friendſhip, but could not think of purchaſing it at the "expence of countenancing the horrid barbarities they wiſhed "to perpetrate." And added, "If they quitted the army, "let them take care not to commit any act of cruelty on

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[*] Afterwards General Maſſey, and in 1800 created Lord Clarina in Ireland.

[†] Veſſels taken at Fort Levis:—Two veſſels behind the iſland, filled with water.—Five ſmall row-gallies; each of them had one gun, viz. three of them one three-pounder each, and two of them one four-pounder each.

" their way home; for if they did, he would certainly chaſtiſe " them."

Upon this, all the ſavages, except about one hundred and ſeventy, went peaceably home: theſe continued faithful, proceeding with the army to Montreal; and when the campaign was ended, each of them received a ſilver medal from General Amherſt, that they might be known at the Britiſh poſts, and receive every token of friendſhip, that their fidelity and humanity deſerved. Had the enemy obſerved a ſimilar conduct in all their military exploits in this country during the war, their atchievements would not have been ſtained with the murder of women and children, infamouſly put to death in cold blood.

From the ſurrender of Fort Levis, to the 31ſt, the army was employed in levelling the batteries, and repairing the fort, the batteaux, and other veſſels: in landing ſtores and proviſions for the new garriſon, which conſiſted of two hundred men; and in erecting an hoſpital for the ſick and wounded. About noon, the General, with the firſt diviſion of the army, embarked; rowed down the river twenty-four miles; and, paſſing the firſt Rapids, encamped that evening on the Iſle au Chat.

On the 1ſt of September, he paſſed the Long Saut; but had the precaution to march covering parties along the ſhores. This was a diſagreeable, as well as a dangerous operation. The boats were obliged to row in ſingle file, and at a diſtance from each other, which took up a conſiderable deal of time, though the current of the river was violent; and the Rapids being full of broken waves, the batteaux took in water, and a corporal and three men of the Royal Highlanders were drowned. The army reached Johnſon's Point, fourteen miles from Iſle au Chat, and there encamped.

The General ſent parties down to Lake St Francis; and Sir William Johnſon went with his Indians to an Indian village called Aſqueſaſhna, to aſſure them of protection, if they behaved well. On the 2d of September, General Gage joined the ſecond diviſion of the army; when the whole rowed twenty-four ty-four miles down lake St Francis, and encamped at Point de Baudet; at which place the Chevalier de la Corne had been with a party a ſhort time before. At night, very bad weather came on; but the boats were luckily ſheltered in coves.

The weather ſtill continuing bad, the army halted on the 3d; and on the 4th, at day-break, they were all in their boats. The navigation of this day was beyond imagination dangerous; and even the enemy, who were well acquainted with the intricacies of the river, deemed the General's attempt to paſs the Rapids with an army impracticable. Had they been prepared with row-gallies and gun-boats, carrying heavy metal, to diſpute his paſſage, and had attacked the army while in the midſt of the rifts and broken water, or before it was formed, immediately on paſſing the Rapids, they, in all probability, would have rendered this part of the expedition againſt Montreal abortive. General Amherſt, however, aware of this, did all that lay in his power to prevent it.

Taking with him the light infantry, grenadiers, rangers, the battalions of regulars, the row-gallies, and ſome light artillery, and ordering General Gage to follow him with the reſt of the army, he puſhed through, but not without loſs. Forty-ſix batteaux, ſeventeen whale-boats, and one row-galley, were either wrecked or ſunk, whereby eighty-four men were unfortunately drowned; and a few pieces of ordnance, ſome ſtores and proviſions were loſt. Great as this misfortune may ſeem, it is trifling to what an oppoſition from the enemy would have been in this dangerous paſſage; and their neglect in ſeizing this opportunity, can only be accounted for by the advancing of the armies under General Murray and Colonel Haviland towards Montreal, as, in the abſence of the troops, the place muſt have have ſubmitted to the army who firſt appeared before it.

The great art of paſſing theſe Rapids on rifts †, conſiſts in managing the boats ſo as to keep at a proper diſtance from each other.

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† Theſe Rapids are four in number, viz. *Cotau de lac*; *Hattures des Cedres*; *Buiſſon*; and *Trou et la Caſcade*. The two laſt are extremely tremenduous and dangerous.

On the 4th, General Amherſt, with the troops he had with him, rowed down the river to Iſle Perot, where he encamped; and, early on the morning of the 5th, he was joined by General Gage, and the remainder of the army. Here the army remained all that day, repairing the batteaux and boats. When General Amherſt, with the troops, landed here, the inhabitants fled, and concealed themſelves in the woods. Some were taken; while others obſerving that no violence was offered to their habitations, came in, took the oath of neutrality, and were put in quiet poſſeſſion of their houſes; at which they were not leſs pleaſed than aſtoniſhed. They admired the exact diſcipline of our army, particularly the manner in which the Indians were kept within bounds, as they were under the greateſt apprehenſion from them. Conſcious, indeed, of their own former bloody enormities, they had little expectation that their crimes would have been ſo eaſily forgiven, and themſelves treated with ſo much clemency.

On the 6th, at day-break, the army embarked, and ſoon after proceeded about four leagues down the river, along the ſouth ſhore, in four columns; and in a few hours landed at La Chine, on the iſland of Montreal, (See Note 163.), about three leagues from the city of that name. The enemy made no oppoſition, but fled towards the town, breaking down a bridge as they retired, to retard the march of the troops as much as poſſible. The General puſhed on with the greateſt part of the army that day, and inveſted Montreal. In the courſe of the day he got up two twelve-pounders, five ſix-pounders, and five three-pounders of light artillery. The army lay on their arms all night.

Here we will leave the Commander in Chief, and take a view of the progreſs of the army under Colonel Haviland, whoſe force did not exceed three thouſand five hundred men. (See Note 161.) On the 11th of Auguſt, this little army embarked at Crown Point, where Colonel Haviland left Colonel Forſter of the Royal regiment to command, and proceeded down Lake Champlain. On the 16th, they diſembarked, and encamped on the left bank of the river Richelieu, a little way above Iſle au Noix. Here Colonel Haviland erected three batteries of cannon, and one of mortars; which, on the 24th, were opened againſt the fort the enemy had there, and played with ſuch ſucceſs, that M. de Bougainville, the Commandant, who had there a conſiderable force, retired on the 27th, leaving an officer and thirty men to capitulate, who were made priſoners.

M. de Bougainville likewiſe abandoned Fort St John, and Fort Chamblée, and retreated to Montreal; of which two forts Colonel Haviland immediately took poſſeſſion; and, ſoon after, of Longuille, and of the iſland of St Thereſe, in the neighbourhood of Montreal. From this laſt, Colonel Haviland diſpatched an officer to General Amherſt, who found him at Iſle Perot.

On the 7th, General Murray landed with his army at the lower end of the pariſh of Point au Tremble, on the iſland of Montreal, from whence it is diſtant about ten miles; and, the ſame day, Colonel Haviland arrived on the ſouth bank of the river St Lawrence, oppoſite to Montreal.

It is not a little remarkable, that three armies, whoſe operations were ſo extremely diſtant from each other, ſhould all of them have completely accompliſhed the ſervices they were ſent to perform, and then to rendezvous, almoſt within the ſpace of thirty hours of each other, at a particular ſpot, ſo as to be able to form a junction, and co-operate in completing the grand and ultimate object of all their operations. General Amherſt ſeemed highly ſenſible of the merits of the leaders of the two aſſiſting armies; for, in his letter to Mr Secretary Pitt, he ſays, "I ſhould do injuſtice to Governor Murray, and Colonel Haviland, if I did not aſſure you, they have executed the orders I gave them to the utmoſt of my wiſhes: and to Brigadier-General Gage, I am greatly obliged."

In the morning of the 7th, two French officers came to one of the out-poſts, and requeſted to be conducted to the Commander in Chief. This was immediately complied with; when they preſented to him the following letter, from the Marquis de Vaudreuil, Governor-General of Canada.

"Sir,

"*Montreal, September 7th*, 1760.

"I ſend to your Excellency, M. de Bougainville, Colonel of "foot, accompanied by M. de Lac, Captain in the regiment "de la Reine. You may rely on all that the ſaid Colonel ſhall "ſay to your Excellency in my name.

"I have the honour to be,
"With the higheſt conſideration, &c.
"Vaudreuil.

"*His Excellency Major-General Amherſt, &c.*"

The conſequence of this interview was, a ceſſation of hoſtilities until noon; at which time, M. Vaudreuil ſent out the terms on which he propoſed to capitulate. General Amherſt ſent them back, together with a copy of the terms he reſolved to grant, accompanied with the following letter:—

"Sir,

"*Camp before Montreal, September 7th*, 1760.

"I am to thank your Excellency for the letter you honoured "me with this morning, by Colonel Bougainville; ſince which, "the terms of capitulation which you demand, have been de-"livered to me. I ſend them back to your Excellency, with "thoſe I have reſolved to grant you; and there only remains "for me to deſire, that your Excellency will take a determina-"tion as ſoon as poſſible, as I ſhall make no alteration in them. "If your Excellency accepts of theſe conditions, you may be "aſſured, that I will take care they ſhall be duly executed; "and that I ſhall take a particular pleaſure to alleviate your "fate as much as poſſible, by procuring to you and to your "ſuite, all the conveniencies that depend on me.

"I have the honour to be, &c.
"Jeff. Amherst.

"*His Excellency the Marquis de Vaudreuil, &c.*"

This was followed by the following letter from the Marquis de Vaudreuil, to General Amherſt.

"Sir,

"*Montreal, September 7th*, 1760.

"I have received the letter your Excellency has honoured "me with this day, as well as the anſwer to the articles which "I had cauſed to be propoſed to you by M. de Bougainville.

"I ſend the ſaid Colonel back to your Excellency; and I "perſuade myſelf, that you will allow him to make by word "of mouth, a repreſentation to your Excellency, which I "cannot diſpenſe with myſelf from making.

"I have the honour to be, &c.

"Vaudrueil."

As General Amherſt had come to the fixed reſolution not to deviate in the leaſt from the terms he had preſcribed for the ſurrender of the colony of Canada, he declined ſeeing M. de Bougainville, but ſent Major Abercrombie, (one of his Aid-du-camps), to receive the letter he brought; to which he returned the following anſwer:—

"Sir,

"*Camp before Montreal, September 7th*. 1760.

"Major Abercrombie has this moment delivered to me the "letter with which your Excellency has honoured me, in "anſwer to that which I had addreſſed to you, with the con"ditions on which I expect that Canada ſhall ſurrender. I "have already had the honour to inform your Excellency, "that I ſhall make no alteration in them. I cannot deviate "from this reſolution. Your Excellency will therefore be "pleaſed to take a determination immediately, and acquaint "me in your anſwer, whether you will accept them or not.

"I have the honour to be, &c.

"Jeff. Amherst.

"*His Excellency M. de Vaudreuil, &c.*"

The Governor-General, finding that he could not prevail on General Amherſt to make any alteration on his terms, the Chevalier de Levis, Commander in Chief of the French troops in Canada, wrote the following letter to his Excellency General Amherſt.

"Sir,

"*Montreal, September 7th*, 1760.

"I ſend your Excellency, M. de Lapauſe, Aſſiſtant Quarter-"Maſter-General to the army, on the ſubject of the too rigor-"ous article which you impoſe on the troops by the capitula-"tion, and to which it would not be poſſible for us to ſub-"ſcribe. Be pleaſed to conſider the ſeverity of that article.

"I flatter myſelf, that you will be pleaſed to give ear to the "repreſentations that officer will make to you on my part, and "have regard to them.

"I have the honour to be, &c.

"Le Chevalier de Levis

"*His Excellency Major-General Amherſt.*"

When M. de Lapauſe perceived that General Amherſt had peruſed the letter he had brought from the Chevalier de Levis, he was endeavouring, with all the rhetoric he was maſter of, to ſtate the grievance of which the Chevalier complained; when the General, deſiring him to be ſilent, told him, "That on account of the infamous part which the troops of France had acted, in exciting the ſavages to perpetrate the moſt horrid and unheard-of barbarities during the whole progreſs of the war, and for other open treacheries, as well as flagrant breaches of faith, he was reſolved to manifeſt to all the world, by this capitulation, his deteſtation of ſuch ungenerous practices, and his diſapprobation of their conduct: he was therefore determined to decline liſtening to any farther remonſtrances on this ſubject."

The General having thus explained the noble motives on which he acted, diſmiſſed M. de Lapauſe, with the following letter to the Chevalier de Levis.

"SIR,

"The letter which you have ſent me by M. de Lapauſe, has "this inſtant been delivered to me. All I have to ſay in an"ſwer to it is, That I cannot alter, in the leaſt, the conditions "which I have offered to the Marquis de Vaudreuil; and I ex"pect his definitive anſwer, by the bearer, on his return. On "every other occaſion, I ſhall be glad to convince you of the "conſideration with which I am, &c.

"JEFF. AMHERST.

"*M. le Chevalier de Levis.*"

Soon after, the Governor-General ſent out an officer, with the following letter to General Amherſt.

"SIR,

"*Montreal, September 7th,* 1760.

"I have determined to accept the conditions your Excellen"cy propoſes. In conſequence whereof, I deſire you will "come to a determination with regard to the meaſures to be "taken relative to the ſigning of the ſaid articles.

"I have the honour to be, &c.

"VAUDREUIL.

"*His Excellency General Amherſt.*"

To which letter, General Amherſt returned the following anſwer.

"SIR,

"*Camp before Montreal, September 8th,* 1760.

"In order to fulfil ſo much the ſooner on my part, the exe"cution of the conditions which your Excellency has juſt de"termined to accept; I would propoſe, that you ſhould ſign the "articles which I ſent yeſterday to your Excellency, and that "you would ſend them back to me by Major Abercrombie, "that a duplicate may be made of them immediately, which I "ſhall ſign, and ſend to your Excellency.

"I repeat here the aſſurances of the deſire I have to procure to

" your Excellency, and to the Officers and troops under your " command, all poſſible conveniencies and protection. For " which purpoſe, I reckon that you will judge it proper that I " ſhould cauſe poſſeſſion to be taken of the gates, and place " guards immediately after the reciprocal ſignature of the capitulation. However, I ſhall leave this to your own conveni- " ence; ſince I propoſe it only with a view of maintaining " good order, and to prevent, with greater certainty, any thing " being attempted againſt the good faith and terms of the ca- " pitulation; in order to which, I ſhall give the command of " theſe troops to Colonel Haldimand, who, I am perſuaded, " will be agreeable to you.

" I have the honour to be, &c.

" JEFF. AMHERST.

" *His Excellency Marquis de Vaudreuil, &c.*"

The ſame day, the General ſent another letter to the Marquis de Vaudreuil, as follows:—

" SIR,

" *Camp before Montreal, September 8th*, 1760.

" I have juſt ſent to your Excellency, by Major Abercrom- " bie, a duplicate of the capitulation which you have ſigned " this morning; and, in conformity thereto, and the letters " that have paſſed between us, I likewiſe ſent Colonel Haldi- " mand to take poſſeſſion of one of the gates of the town, in " order to enforce the obſervation of good order, and prevent " differences on both ſides.

" I flatter myſelf that you will have reaſon to be fully ſatis- " fied with my choice of the ſaid Colonel on this occaſion.

" I have the honour to be, &c.

" JEFF. AMHERST.

" *His Excellency Marquis de Vaudreuil, &c.*"

Colonel Haldimand accordingly went into the town, took poſſeſſion of the gates, and proceeded to the parade; where the ſecond battalion of the regiment of La Reine, the ſecond battalion of the regiment of La Sarre, the ſecond battalion of the regiment of Royal Rouſſillon, Languedoc, Guienne, and Bearn, with the ſecond and third battalions of the regiment of Berry, and two of De la Marine, or colony troops, were drawn up, amounting to four thouſand and eleven men; when he ſaw them *lay down their arms*, agreeable to the terms of capitulation. He then demanded the colours of each battalion and regiment. Their reply to this was curious;—That although the ſeveral regiments had brought their colours with them from France, they had, finding them troubleſome and of little uſe in this woody country, deſtroyed them. This anſwer being repeated to General Amherſt, he inſiſted that the Marquis de Vaudreuil, and the Chevalier de Levis, ſhould affirm this to be truth, on their words of honour. This they immediately did.

The deſtruction of the colours of the different regiments, was a meaſure the enemy had very recently adopted; for, ſo late as the 28th of April, ſeveral of the French regiments were ſeen with colours at the battle near Quebec. The enemy reſtored two ſtand of colours belonging to the late regiments of General Shirley and Sir William Pepperel, taken at Oſwego in 1756. The other two ſtand of colours had been hung as trophies in the cathedral of Quebec, and were deſtroyed with that church, during the ſiege of that city in 1759.

General Amherſt, on the 13th of September, detached Major Rogers, with two companies of Rangers, and a detachment of the royal regiment of artillery, to take poſſeſſion of all the poſts the enemy had upon the Lakes. He was only able to reach Detroit, which M. Delatre delivered up directly; but, the ſeaſon being too far advanced for his proceeding to Michilimakinack, he remained at Detroit during the winter; and, as ſoon as the Lakes were navigable, ſet out, and took poſſeſſion of all the French poſts in the government of Canada.

Whilſt General Murray was proceeding up the river to Montreal, he ſent orders to Colonel Fraſer, whom he had left Commandant at Quebec, to embark with a detachment, and to attack the fort the enemy had left at Jacques Cartier. This he immediately did; and, landing near that place, took poſſeſſion of a riſing ground which entirely commanded the place. He ſent a ſummons to the Governor to ſurrender; but he returned for anſwer, that he would defend the place to the laſt extremity. On this, ſome mortars began to play on the fort, and a battery was alſo in great forwardneſs, when the Marquis de Albergotti changed his reſolution, and offered to ſurrender; which he did at diſcretion. The condition of the place but ill ſuited with the Marquis's pompous threat: for, in it, there were found only a few very indifferent guns, little ammunition, and ſcarce any proviſions, except a little live ſtock, and a garriſon of about one hundred men, including fifty of the militia.

The enemy had a number of ſmall privateers, which greatly interrupted the navigation of the river. Theſe took ſhelter in ſmall creeks and bays, chiefly on the north ſhore of the river St Lawrence, where the large ſhips of war could not come at them; and from whence they ſallied forth when they ſaw any defenceleſs veſſels going up or down it. In the river Sangueney, above Tadouſac, there was a great number of theſe vermin. Lord Colvill ſent ſome ſmall ſhips of war, and a number of armed ſchooners, with orders to ſearch every creek and bay, from the mouth of the river to Quebec; when, after much trouble and fatigue, they had the good fortune to take or deſtroy them all, and to retake many of the veſſels of which they had made prizes. The ſuccours which the French deſtined to the aid of their North American colonies, did not arrive in the river St Lawrence, until Lord Colvill and his ſquadron had entered it. This intelligence was communicated to them by the maſter of a veſſel which was taken by one of the frigates that eſcorted the ſtore-ſhips from France. On this they determined to retire up the Bay de Chaleur, a place but little known, hoping to get intelligence conveyed overland to the Marquis de Vaudreuil, of their diſagreeable ſituation, while they muſt neceſſarily wait his orders there.

A Rictigouchi Indian, however, informed Lord Colvill, at Quebec, that the ſhips containing the before-mentioned ſuccours, were at the French ſettlement in Chaleur-bay; on which he detached the Prince of Orange, Rocheſter, and Eurus, with

ſome

ſome ſmall armed veſſels, under the command of Captain Wallis, to the place deſcribed by the Indian, to take or deſtroy them.

At the ſame time, another Indian having arrived, conveying the like information to the Governor of Louiſburg, and ſtating, that there were two fifty gun ſhips, three frigates, and a great many ſchooners, in the Bay de Chaleur; the Governor directly communicated this intelligence to Commodore Byron, who thought any opportunity which preſented itſelf of cruſhing the French naval power, ought not to be neglected. He accordingly ſailed with his ſquadron, (See Note 162.) and got into the bay the 24th of June; but was ſurprized to find only the Machault of thirty-two guns, the Bienfaiſant of twenty-two, and the Marquis de Marloze of ſixteen, with a number of ſmall veſſels.

The Commodore having been ſeparated from his ſquadron, arrived ſome time before the reſt of his ſhips. As ſoon as he made his appearance, the enemy landed what few troops they had brought out with them, and erected a battery to endeavour to prevent the Fame from getting farther up the bay. This gave a good deal of interruption to the boats employed in ſounding; but this buſineſs being finiſhed, the Commodore proceeded up the bay, and bringing his broadſide to bear on the battery, poured ſuch a heavy fire on it, that the enemy abandoned their works, and fled with their ſhips to the upper end of the bay, where they had a conſiderable ſettlement. Here they thought themſelves ſecure; as, for want of a ſufficient depth of water, large ſhips could not follow them; but, not truſting altogether to that, they ſet to work, and erected two batteries on oppoſite points of land, which projected into the bay. The entrance between them being very narrow, they placed the Machault and Bienfaiſant in ſuch a manner, as to bear upon it with their broadſides, and ſeemed reſolved to make an obſtinate defence.

The remainder of the ſquadron being now arrived, the Commodore determined to loſe no time in attacking them. He put an additional number of men on board of the Repulſe and Scarborough, and one hundred men on board of a ſchooner carrying

ing four guns, ſix pounders; while, with the boats of the ſquadron, he warped the frigates cloſe up to their batteries, notwithſtanding that they all the while kept up a warm cannonade upon them. The frigates ſoon ſilenced their weakeſt battery; after which, they brought their broadſides to bear on the ſtrongeſt one, and on the enemy's ſhips; when, after a very hot action of ſome honrs, the Machault ſtruck her colours; but, before our people could take poſſeſſion of her, the enemy ſet her and the Bienfaiſant on fire, and landed all their crews. They had about ſeventy Britiſh priſoners confined on board the Marquis de Marloze, who dreaded every moment that the ſhip they were in would ſhare the fate of the others, as the enemy had abandoned her, and carried off all her boats. With the greateſt difficulty theſe unfortunate people forced open the hatches; which the enemy perceiving, they had the barbarity to fire on them from the ſhore; but fortunately, the diſtance was too great for muſketry to do execution. In this diſagreeable ſituation did they wait till it grew dark, when one of them ſwam on board the Repulſe, and gave information of their condition.

On this, the boats were ordered to be manned and armed, and, under cover of the fire of the frigates, paſſed the enemy's battery, and reached the Marquis de Marloze; took out the priſoners, and ſet the ſhip on fire. The enemy now fled from their works into the woods; and next day, the village, which conſiſted of upwards of two hundred houſes, with the prize ſhips and ſmall craft, together with the whole ſettlement, were effectually deſtroyed. In this action, we had twelve men killed, and the ſame number wounded. By a deſerter, it was learned, that the enemy had thirty men killed, and many more wounded As Commodore Byron was coming down the bay de Chaleur, on his return to Louiſburg, he met the ſquadron under the command of Captain Wallis, which had been detached by Lord Colvill, to perform the ſervice that he had juſt been upon. As ſoon as Louiſburg was diſmantled, Mr Byron and his ſquadron returned to England, taking the miners with him.

Major Barré was ſelected by the Commander-in-chief to be the bearer of his diſpatches to Mr Secretary Pitt. And as Captain Deane, of the Diana, had conducted the fleet from Quebec to Montreal, to the entire ſatisfaction of every one; and indeed the very important ſervices which he had rendered his country during the whole of this campaign, appeared in ſo conſpicuous a light to Generals Amherſt and Murray, that they were induced to requeſt of Lord Colvill to appoint him to be the bearer of his Lordſhip's diſpatches to the Secretary of State. Nothing could be more agreeable to Lord Colvill's inclinations; and he was ſent home with them accordingly. His Majeſty received both Captain Deane and Major Barré in the moſt gracious manner, and was pleaſed to order the ſum of five hundred pounds to be given to each of them to buy a ſword.

His Majeſty's ſhip the Eurus, of twenty guns, commanded by Captain John Elphinſtone, being on a cruize, was overtaken by a ſevere ſtorm, and wrecked near the mouth of the river St Lawrence: the crew were ſaved.

## MEDITERRANEAN.

VICE-ADMIRAL SAUNDERS was appointed to command his Majeſty's fleet in the Mediterranean, and ſailed from England in the month of April. (See Note 164.) His Majeſty, in the year 1759, ſent Captain Milbank of the Guernſey, as his Ambaſſador to the Emperor of Morocco, in order to treat for the ranſom of the crew of his Majeſty's ſhip the Litchfield, wrecked on the coaſt of Africa in 1758, which he got ſettled; and at the ſame time ſtipulated for the releaſe of all other his Majeſty's ſubjects, then in captivity. The ſum required was 225,000 hard dollars, which was accordingly paid, and the people delivered up to him. Captain Barton, the Commander of the Litchfield, was ſoon after appointed to the command of the Temeraire man of war of ſeventy-four guns.

Admiral Saunders having intelligence that the French were preparing ſome ſhips at Toulon, ſailed from Gibraltar the 24th of June, in hopes of falling in with them. He ſent the Veſtal along the Spaniſh, and the Valeur along the Barbary ſhore, to reconnoitre all the bays and harbours as they paſſed; while himſelf, with his ſquadron, ſteered a middle courſe, ſo as to be ready to act as exigencies might require. The two frigates, not having diſcovered any thing of the enemy, joined him off Minorca. The Admiral then ſteered for Toulon; and by diſguiſing one of his frigates, he decoyed off a pilot-boat, from the maſter of which he learned, that the French ſquadron, conſiſting of two ſhips of ſixty-four, two of fifty guns, and two frigates, had failed about fifteen days before, having on board an Ambaſſador for Conſtantinople. On this information, Admiral Saunders detached Captain Palliſer, with the Shrewſbury, Somerſet, Dunkirk and Preſton, and the Shannon, Pallas, Veſtal, and Kennington frigates in ſearch of the enemy. The Pallas chaſed one of the enemy's ſhips, of much ſuperior force, into the Morea; while Captain Palliſer blocked up the remainder in a port in the iſle of Candia for ſeveral months, by which means he prevented the enemy from giving any annoyance to our trade. But his ſhips growing foul, he was obliged to relinquiſh his ſtation, and bear away for Gibraltar to refit.

The enemy finding the ſeas clear, ſtole back to Toulon. The Thetis and Rainbow took the Victoire privateer of Marſeilles, of twenty-four guns. The Cygnet took the Jupiter, a French privateer of eighteen guns, and one hundred and thirty-five men. The Quebec took the Phœnix, a French privateer of eighteen guns, and one hundred and twenty-five men.

The diligence of Admiral Saunders was ſuch, that from the time he made his appearance in theſe ſeas, the enemy's trade was reduced to a ſtate of ſtagnation; while his attention to ſerve the allies of his country, kept pace with his inclination to diſtreſs her enemies.

When the ſubjects of Portugal were ordered to leave the Pope's dominions, he, judging that ſuch Portugueſe of diſtinction as might chooſe to return home, would repair to Leghorn for a paſſage, immediately ſent an expreſs to Civita Vecchia, to acquaint them, that a man of war ſhould be ready at Leghorn to carry them to Liſbon. They accordingly repaired thither, and embarked on board the Jerſey, which conducted them to that port. A mark of attention with which his Moſt Faithful Majeſty was extremely well pleaſed.

## TRANSACTIONS AT OR NEAR HOME.

ALTHOUGH the expedition under the command of the famous M. Thurot ſailed from Dunkirk, in October 1759, yet as it did not reach the object of its deſtination, nor commence its operations until the beginning of this year, it now comes in courſe to be deſcribed. His force conſiſted of five frigates, manned with ſeven hundred and twenty-ſix ſailors; and on board this little ſquadron were embarked thirteen hundred land-forces. (See Note 165.) theſe were commanded by M. Flobert, a Brigadier-General, and were intended to ſecond the operations of the Duc d'Aiguillon, by landing in the north of Ireland, ſoon after he was ſuppoſed to have invaded the ſouthern part of that kingdom. This armament may be conſidered as the laſt wreck of their grand plan of invaſion, every branch of which was happily blaſted and rendered abortive, through the vigilance of the Miniſter, and the activity and bravery of the officers who acted by his orders, and put his plans into execution.

On the 17th of October 1759, M. Thurot had the good fortune to make his eſcape from Dunkirk with his little ſquadron, in abſence of the fleet under Commodore Boys, which, after blocking him up all the ſummer, had been forced, by a violent gale of wind, to retire to the Downs. His firſt rendezvous was Gottenburg in Sweden. Here he remained fifteen days, when, having taken in what ſtores he ſtood in need of, he proceeded to Bergen in Norway. On his voyage thither, he encountered a terrible ſtorm; his fleet was ſeparated; and the Begon, one of his ſhips, received ſo much damage, that ſhe was obliged to return to France. Having repaired his ſquadron in the beſt manner he could at Bergen, he ſailed from that port the 25th of December, with his four frigates, and proceeded round the Orkney Iſlands for his deſtination;

when, after a tempeſtuous voyage, and overcoming many difficulties, they got ſight of the Iriſh coaſt on the 25th of January, intending to have made a deſcent near Londonderry: but the wind becoming contrary, and increaſing to a ſtorm, the ſhips ſeparated, and were in great danger of being wrecked. The Blonde ſuffered much; four of her guns being obliged to be thrown over-board to eaſe the ſhip. The Amaranth could not find the ſquadron again; and, after ſuffering many hardſhips, and having been chaſed ſeveral times, arrived in great diſtreſs at St Malo.

M. Thurot's ſquadron was now diminiſhed to three ſhips, all of which had ſuffered ſeverely in this laſt ſtorm: proviſions were likewiſe becoming ſo ſcarce on board, that the men were reduced to ſhort allowance. In this ſituation, the Captains of the Blonde and Terpſichore made the ſignal to ſpeak with the Commodore. Being come on board, they requeſted him to return to France, as, from ſickneſs and reduced numbers, they thought they could not fulfil the intention of the enterprize. This M. Thurot poſitively refuſed; but, in order to refreſh the men, he agreed to put into the iſland of Iſla as ſoon as poſſible: which on the 16th of February, they got ſight of. The people on ſhore miſtaking them for merchant ſhips who wanted pilots, Meſſrs M'Donald and M'Neil, in a ſmall boat, went on board of the Commodore. They were immediately conducted into the great cabin, when they firſt diſcovered their miſtake. M. Thurot treated them with great politeneſs, and aſſured them they had nothing to fear; for that all he wanted, was to be conducted into a ſafe harbour; and if the country people would furniſh them with proviſions, they ſhould be paid for them in ready money. Mr M'Neil was ſent on ſhore to let the people know this, and prevent their being alarmed.

In the evening, the ſhips were conducted into Claggencarrick bay, where they came to an anchor. Two French boats went, without orders, and plundered two ſloops in the bay, one of them belonging to Mr M'Donald. When M. Thurot was informed of this, he was extremely diſpleaſed; and as his people had carried off five tons of flour from the veſſel, he inſiſted upon paying fifty guineas in lieu of it, although Mr M'Donald aſſured him that it was more than the value. The Marſhal Belleiſle being very leaky, they brought the ſhip to a heel, and continued at work on her and the other two ſhips all the time they were here. The enemy bargained for a ſupply of black cattle, at the rate of fifty ſhillings a head; and M. Flobert gave a draught on the French reſident at the Hague, for the money. Very luckily for the merchants, they ſhewed the draught to M. Thurot, who aſſured them that it was not worth a farthing. He then went with them to M. Flobert, whom he upbraided for the meanneſs of his conduct, obliging him to pay them down fifty guineas in caſh, and to give them a draught for the balance due to them on the King of France's banker at Paris, which he aſſured them would be duly honoured, and which they afterward found to be true. Other proviſions which they procured, were paid for in ready money. While here, M. Thurot received the mortifying intelligence of M. Conflans' defeat by Sir Edward Hawke. At firſt, the French officers would not believe it; but they were ſoon undeceived; for Mr M'Donald having the Scots Magazine in his pocket, in which was an account of the action from the London gazette, they were convinced of its truth, and appeared very much dejected.

Notwithſtanding the diſagreeable certainty of the defeat of the grand fleet of France, the perſevering Thurot reſolved ſteadily to obey his orders, and to ſhow himſelf worthy the command to which he had been elevated. The powers with which he was entruſted, appear to have been very ample. A great majority of the French officers were for landing here, and plundering the country. He aſſured them, if they did, that not a ſoldier of them ſhould return on board the ſquadron he commanded; and that he would ſail without them. But, leſt his threats ſhould not have due weight with them, he went to his bureau, and took out a paper, which was an order from the King of France, in which he poſitively commanded, that no moleſtation ſhould be given to the inhabitants, wherever they landed.

On the 19th of Februry, the enemy ſailed from Iſla, and next day anchored in Carrickfergus bay, oppoſite Killrute-point. In the town were four companies of the ſixty-ſecond regiment, commanded by Lieutenant-Colonel Jennings: theſe men were newly raiſed, and the companies far from being complete. The French ſhips were at firſt taken for a large frigate and two ſtore-ſhips; but as they were ſeen to ply frequently from the ſhips to the ſhore, with boats full of men, Colonel Jennings ſent an officer with a party to reconnoitre them, who ſoon returned and reported they were enemies. The Colonel directly beat to arms, when the militia as well as regulars aſſembled. Under eſcort of the former, he diſpatched what French priſoners were at Carrickfergus to Belfaſt; and took all the precautions in his power to defend the place. M. Thurot landed as many ſeamen, as, with the ſoldiers, made up one thouſand men. As ſoon as they had made good their landing, they ſeized on ſome horſes, which their huſſars mounted. M. Flobert with his troops then began his march for the town, from which he was diſtant about two miles and a half. Colonel Jennings poſted his men to defend the gates of the town, to which their huſſars now advanced. Unfortunately, our ſoldiers had but a few rounds of powder and ball. On the firſt fire, the enemy's advanced parties were checked, and forced to retire to their main body, who now divided, and attacked the North and Scots gates at the ſame time. Our men behaved with the greateſt bravery, and repulſed the enemy; but their ammunition failing, they were forced to retire to the caſtle, where they defended themſelves; and, notwithſtanding their ammunition was all expended, they continued to annoy the enemy by throwing down bricks and ſtones on them as they advanced: but the French bringing up two pieces of cannon, with which they battered the gate of the caſtle, Colonel Jennings was obliged to capitulate, (See Note 165.), after doing his utmoſt to defend an old fortreſs little better than a heap of ruins.

As ſoon as the enemy were maſters of the town of Carrickfergus, their Commanders demanded of the Mayor, proviſions of all ſorts, of which their fleet was in great want, otherwiſe the town, they ſaid, ſhould be plundered. The Magiſtrates not being able to comply with this requeſt, they put their threat in execution, and found more proviſions than they expected. They likewiſe made ſome prizes of veſſels coming up the bay of Belfaſt, particularly two ſloops, one laden with flour, and the other with herrings. The cargoes they put on board their ſhips, and then burnt the veſſels. This trifling conqueſt coſt the enemy very dear. They had ſeveral officers, and about thirty men killed. M. Flobert, with a good many other officers, and upwards of ſixty men, being wounded; the former, and ſome of the men, were obliged to be left behind; for whoſe ſafety, M. Thurot took the Mayor and ſome other gentlemen along with him as hoſtages. Early on the 26th, they embarked their troops, after ſpiking up ſome iron cannon in the caſtle, and throwing what powder they found there into the ſea; and next day ſet ſail, in order to return to France.

This little armament occaſioned a great alarm in Ireland. As ſoon as the account of the enemy's landing reached the Duke of Bedford, (then Lord Lieutenant of the kingdom) at Dublin, orders were given for marching a conſiderable body of horſe and foot againſt them, under the command of the Earl of Rothes; and all the militia of the county of Antrim were ordered to aſſemble; ſo that if the enemy had not made a prudent retreat at the time they did, in a few days would have found it impoſſible to have regained their ſhips. The Duke of Bedford ſent expreſſes to all the principal ſea-ports, to inform the Captains of any of his Majeſty's ſhips, who might happen to be there, of the enemy being on the coaſt. Luckily, at Kinſale, the expreſs found three of his Majeſty's frigates, viz. the Æolus, Brilliant, and Pallas, commanded by Captains Elliot, (now Admiral of the White) Logie, and Clements.

They loſt not a moment, but put to ſea inſtantly, and went in queſt of the enemy, whom they found and defeated. The following account of the defeat was tranſmitted to the Duke of Bedford, a few day afterwards, by Captain Elliot.

"My Lord,

"*Æolus, in Ramſay bay, February 29th,* 1760.

"I had the honour to write you on the 26th inſtant, off "Dublin, but very incorrectly, and in great haſte. As I that "minute had information from the fiſhermen, that the enemy "were then at Carrickfergus, I made all the diſpatch poſſible "to attack them there, and got off the entrance of the harbour "that evening; but the wind being contrary, and blowing ve-"ry hard, I could not get in.

"On the 28th, at four in the morning, we got ſight of them "under ſail, and gave chaſe; about nine, I got along-ſide "their Commodore; and, in a few minutes, the action be-"came general, and continued very briſkly for an hour and "a half, when they all three ſtruck their colours.

"They proved to be the Marſhal Belleiſle of forty-four "guns, and five hundred and forty-five men, M. Thurot, who "is killed; the Blonde of thirty-two guns, and four hundred "men, M. de Kayce; and the Terpſichore, of twenty-ſix guns, "and three hundred men, M. Deſrauaudais, (including troops "in this number). I put in here to refit the ſhips, which are "greatly diſabled in their maſts and rigging; the Marſhal Bel-"leiſle in particular, which loſt her bowſprit, mizen-maſt, and "main-yard in the action; and it was with much difficulty "we kept her from ſinking.

"I have acquainted my Lords Commiſſioners of the Admi-"miralty with the particulars by expreſs; and I propoſe return-"ing to ſome port in England, as ſoon as the ſhips can poſſi-"bly be repaired. Subjoined is a liſt of the killed and wound-"ed. And I am,

"My Lord,
"Your Grace's
"Moſt humble and obedient ſervant,
"JOHN ELLIOT."

Ships.

| Ships. | Guns. | Men. | Commanders. | Killed. | Wounded. |
|---|---|---|---|---|---|
| Æolus, | 32 | 220 | John Elliot, | 4 | 15 |
| Pallas, | 36 | 240 | Michael Clements, | 1 | 5 |
| Brilliant, | 36 | 240 | James Logie, | 0 | 11 |
| | | | Total, | 5 | 31 |

" *N. B.*—I find it impoſſible to aſcertain the number of the " enemy killed and wounded; but, from the beſt accounts I " can get, they amount to three hundred."

Such was the fate of the brave, but unfortunate Thurot. He fought his ſhip until ſhe had ſeveral feet water in her hold, and her decks covered with killed and wounded. Perceiving all farther reſiſtance vain, he had given orders to ſtrike the colours; but ere this could be put in execution, he was killed. He was generally lamented both by friends and foes; as his behaviour, on all occaſions, was replete with honour, humanity, and generoſity. Theſe, joined to an undaunted courage, juſtly rendered him conſpicuous; and were the means that raiſed him to the command of a ſquadron. In him, France loſt one of her beſt naval officers; who, if he had ſurvived this diſaſter, might, from his abilities, have proved a formidable enemy to the Britiſh.

The behaviour of Captains Elliot, Clements, and Logie, their officers and men, on this occaſion, did them great honour; and in ſuch eſtimation did the people of Ireland regard the important ſervice they had done, that their repreſentative body in Parliament unanimouſly voted the three Captains their thanks.

The Blonde and Terpſichore were purchaſed by Government, and added to the Royal Navy by the ſame names.

Admiral Boſcawen was appointed to command the fleet ſtationed in Quiberon-bay, on the coaſt of France, in room of Admiral Hawke. He accordingly hoiſted his flag on board the Royal William; and, with the Sandwich, in which was Rear-Admiral Geary, the Ramillies, St George, Princeſs Amelia, and Orford, ſailed from Plymouth, the 5th of February.

The wind ſoon after became contrary; but, anxious to get to his ſtation, he endeavoured to beat down the Channel, and had got nearly abreaſt of the Land's end, when a terrible ſtorm came on, by which the ſquadron were diſperſed, and each ſhip endeavoured to make for ſome port in the Channel. Unfortunately the Ramillies, Captain Wittronge Taylor, inſtead of ſtanding on for St Helen's, tried to make Plymouth: the weather being hazy, he unluckily overſhot the port, and got embayed near the Bolt-head, on the 15th, where he was forced to come to an anchor. He ordered all the maſts to be immediately cut away; but ſuch was the fury of the tempeſt, that the cables either broke, or the anchors came home; ſo that the ſhip drove againſt the rocks with the greateſt violence, and was daſhed in pieces. Of her crew, which conſiſted of ſeven hundred and fifty men, only a midſhipman and twenty-ſix men were ſaved. They leaped from the ſtern of the ſhip, to a cliff in the rock, from which they were drawn up with ropes by the country people. Many of their companions tried to ſave their lives in like manner; but not being able to reach the cliff, they were cruſhed to death between the rock and the ſhip.

The Namur being now repaired, Admiral Boſcawen hoiſted his flag on board that ſhip; and, on the 9th of March, ſailed for his command in Quiberon-bay. (See Note 166.) The Admiral ſtationed five ſhips of the line, and two frigates, under the command of Sir John Bentley, off the mouth of the river Vilaine, to prevent the enemy's ſhips there from making their eſcape. Admiral Boſcawen himſelf lay at anchor with ſome large ſhips in Quiberon-bay; and as he ſaw occaſion, detached ſhips to cruize, and to reconnoitre Baſque road, and the ports of Breſt and L'Orient.

The Centaur being on a cruize off Cape Finiſterre, fell in with the Valiant of ſixty-four, and the Amethyſte of thirty-two guns, from the Weſt Indies, to which Captain Forreſt gave chaſe. The enemy were deceived by the appearance of the Centaur, miſtaking her for a friend; but ſhe not anſwering the private ſignal, and they perceiving her making ready to engage, by clewing up her courſes, which diſcovered her force, made all the ſail they were able, and, by altering their courſe in the night, eſcaped into the Groyne.

The Niger of thirty-two guns, Captain Bentinck, fell in with the Diadem of ſeventy-four guns, having under her convoy ſome ſtore-ſhips for Martinico. Captain Bentinck kept them company for ſeveral days, in hopes of falling in with ſome of our ſhips of the line. During which time, he more than once endeavoured to cut off ſome of the ſtore-ſhips; but they kept ſo cloſe to their eſcort, that they baffled all his efforts. In one of theſe attempts, his ſhip was much damaged by ſome broadſides from the Diadem: he was at length obliged to leave them, having, at parting, ſix feet water in his hold. When he loſt ſight of them, he was forced to heel his ſhip, in order to ſtop ſome leaks under the ſtarboard counter, occaſioned by the ſhot ſhe had received from the enemy.

The Diadem ſoon after met with the Shrewſbury, Pallas, and Argo; they immediately gave her chaſe. The Argo took one of the ſtore-ſhips, whilſt the Pallas was engaging the Diadem, in hope of diſabling her in ſuch a manner, as might enable the Shrewſbury to get up with her. In this brave attempt the Pallas was greatly damaged; and having twenty-three men killed and wounded, ſhe was obliged to ſheer off. The Shrewſbury, being a heavy ſailer, could not get up with the enemy. The Diadem, ſoon after this little bruſh, fell in with the Royal William, from whence ſhe had a very narrow eſcape; but got into the Groyne, after a ſhort chaſe, in which ſhe was viſibly loſing ground.

Theſe particulars are mentioned, only to point out with what great judgment Admiral Boſcawen ſtationed his cruizing ſhips, inſomuch, that in all the attempts of the French to ſend any ſupplies to their colonies, the veſſels carrying ſuch ſupplies had uniformly the fate to fall in with the ſhips of his ſquadron.

The enemy having obtained information, that our trading veſſels for Oporto and Liſbon, were eſcorted only by the Jamaica ſloop, diſpatched the Malicieuſe of thirty-ſix, and L'Opale of thirty-two guns (two of their beſt frigates) to intercept them.

On the 28th of March, they fell in with his Majeſty's ſhip the Penguin, of twenty guns, Captain Harris, which they took; but finding her leaky, they burnt her, and ſent the crew to Vigo. They then proceeded on their cruize. All their hopes of enriching themſelves by the capture of the Liſbon and Oporto fleets, proved chimerical, owing to the bravery of Captains Skinner and Kennedy, Commanders of his Majeſty's ſhips Flamborough and Biddeford; who having ſailed in company on a cruize from Liſbon, on the 18th of March, had the good fortune to fall in with the enemy on the 4th of April; and, not at all diſcouraged at their viſible ſuperiority, immediately gave them chaſe. The enemy perceiving the ſmallneſs of our ſhips, bore down on them about ſeven in the evening, when a cloſe and warm action commenced, which was maintained with great briſkneſs until nine o'clock, when the enemy ſhot ahead. Our people immediately reefed new braces, and, having repaired their damages in the beſt manner poſſible, purſued the enemy, and compelled them to renew the action, which laſted with great fury from an hour after nine, until near eleven o'clock, when the enemy's fire gradually ſlackened. At firſt it was imagined they were going to ſtrike; but, inſtead of that, they ſet all the ſail they were able, and made off. Our two ſhips being greatly damaged in their ſails and rigging, were in no condition to follow them, though they endeavoured it all in their power. Finding the purſuit to be in vain, they put into Liſbon to refit. There they found the trade from England arrived, under convoy of the Jamaica ſloop; which had a very narrow eſcape from the enemy, they being ſo near as to hear the cannonading. The Flamborough had five men killed, among whom was Lieutenant Price of the marines; and ten wounded. The Biddeford had her Captain and eight men killed; and her Lieutenant and twenty-five men wounded, the former of whom mortally: her main-top-maſt was ſhot away, and all her other maſts, yards, and rigging, greatly diſabled. After the death of Captain Skinner, Lieutenant Knollis fought the ſhip with great bravery. On his being mortally wounded, Mr Thomas Stacey, the maſter, took the command, and continued the action, till they obliged the enemy to ſheer off.

Captain Hervey of the Dragon, chaſed a large French ſhip into a bay near to Port Louis, where ſhe took ſhelter under a battery; which Captain Hervey ſoon ſilenced, and ſent his boats to tow off the ſhip; but finding her aground, they ſet her on fire, bringing off four ſmall barks, and thirty priſoners.

Admiral Rodney continued extremely active on his ſtation off Havre de Grace. (See Note 166.) The enemy had the temerity to ſail from Harfleur, in the month of July, in the middle of the day, with fifteen prames laden with cannon and ſhot, ſuppoſed to be deſtined for Breſt. They made all poſſible parade; their colours were flying, and the hills on each ſide of the river Seine, and the walls of Havre de Grace, were covered with ſpectators, who were aſtoniſhed that the Britiſh ſquadron made no motion for intercepting them. Admiral Rodney knew perfectly well that his purſuing them would be to no purpoſe, until the prames had paſſed the river Orne, as they had it in their power to take ſhelter in ſeveral ſmall ports. He did not let them proceed unobſerved, but had their motions cloſely attended to; in the mean time, giving orders to his ſquadron to be ready, the moment he ſhould make the ſignal to chaſe.

When the enemy had got the length of Caen river, they kept ſtanding backwards and forwards on the ſhoals, by which the Admiral perceived, that they intended to make a puſh down the channel when it was dark. He therefore gave directions to the ſmall veſſels of his ſquadron, as ſoon as night came on, to make all poſſible ſail for the mouth of the river Orne, in order to cut off the enemy's retreat; while, with his other ſhips, he proceeded at the ſame time (without ſignal) with the utmoſt diſpatch, for the ſteep coaſt of Port Baſſin. Theſe meaſures had all the wiſhed-for ſucceſs. The enemy's prames were intercepted off Point Percée, by two of his ſquadron, diſguiſed like Dutch veſſels, which had got to the weſtward of them; when, perceiving their retreat cut off, five of them run aſhore, and were totally deſtroyed. The other ten, with the greateſt difficulty, got into the river Orne. They appeared to be fine veſſels, upwards of one hundred feet long, and capable of containing from three to five hundred men. Admiral Rodney's ſucceſs prevented the enemy from trying ſuch experiments in future; as orders were immediately given to unload more than a hundred prames which were ready to ſail, had the others proved ſucceſsful; and to ſend them up to Rouen. The Admiral gave the enemy great annoyance along their coaſt. He ſent three ſtout cutters to ſcour the ſhore towards Dieppe, which effectually deſtroyed an extenſive fiſhery they had near to that place. They took four fiſhing veſſels, of ſixty tons each, having twenty-four men on board; and at the ſame time, drove above thirty others aſhore.

In the month of Auguſt, Sir Edward Hawke (See Note 167.) in the Royal George, relieved Admiral Boſcawen in the bay of Quiberon, who returned to England the 1ſt of September. This was the laſt ſervice that this gallant ſeaman rendered to the public, he dying at his ſeat of Hatchland, near Guildſord, in Surry, January 8th, 1761, univerſally regretted by the Britiſh nation.

This officer, whoſe life had been dedicated to the duties of his profeſſion, poſſeſſed, from nature, a warm temper, and a good underſtanding. His conduct correſponded with the vigour of his mind, marking his friendſhips and enmities with the force of his character. But his ardour was tempered by humanity, and guided by an affectionate regard for all the individuals intruſted to his management *. To thoſe who were more immediately under his eye, his ſolicitude extended even to parental care, which was acknowledged by the ſtrongeſt marks of grief among the ſeamen of the ſhip in which he had been embarked, every man feeling the Admiral's death as his own particular misfortune. Such were the peculiar characteriſtics which diſtinguiſhed this great officer among the ſeamen of Britain. But, as the active, the diligent, the intrepid ſervant of his country, he is

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* The nation are indebted to Admiral Boſcawen, for patronizing and firſt introducing the celebrated Dr Hales's ventilators in the Navy, and afterwards bringing them into univerſal uſe on board of his Majeſty's ſhips, which has proved the fortunate means of preſerving the lives of many thouſand ſeamen.

is exalted by all the talents of a diſtinguiſhed chief. Conſummate ſkill in his profeſſion; the moſt ſcrupulous fidelity which ſpurns at peculation; unbounded zeal; and the moſt cool, collected, and perſevering courage; are ſome of the qualities which rendered Admiral Boſcawen one of the greateſt naval characters which this iſland ever produced.

Admiral Hawke perſevered in the plan of his predeceſſor in command; and his cruizers were very ſucceſsful. On the 4th of September, he ſent the Magnanime, Prince Frederick, and Bedford, under the command of Lord Viſcount Howe, to attack a fort on the iſland of Dumet, near Quiberon bay. It ſurrendered very ſoon after the two laſt mentioned ſhips had been placed againſt it. In the fort were found nine pieces of cannon, eighteen and twelve pounders. The garriſon was compoſed of one company of the regiment of Bourbon, conſiſting of fifty-five men, of which two were killed, and ſix wounded in the attack. The only damage ſuſtained by the ſhips, was a ſhot through the Bedford's mizen-maſt. The iſland is near three miles long, and two broad, and has plenty of freſh water. Its capture proved of great ſervice to the fleet on this ſtation, during the remainder of the war.

A plan having been concerted for attacking the iſles of Bourbon and Mauritius, in the Indian ſeas, ſeveral regiments received orders to hold themſelves in readineſs for foreign ſervice; and, from the ſoldiers' clothing being ordered to be lined with unbleached linen, no doubt was entertained, but this was the ſervice for which they were deſtined. Major-General Kingſley was named to command the land forces, and the Honourable Auguſtus Keppel, the fleet, which was to eſcort them to their deſtination. The general rendezvous was appointed to be at the iſland of Diego Rays. It is certain, that the Admiral commanding his Majeſty's fleet in the Eaſt Indies, had orders ſent him to co-operate in this enterprize, with the greateſt part of the naval force under his command. The Miniſtry judging, that by the time the troops from Europe could poſſibly reach the French iſlands, the enemy's marine would be completely driven from every part of Indoſtan, the ſame conveyance which carried out the orders to the Admiral in the Eaſt Indies, directed him, immediately on his arrival at the iſland of Diego Rays, to ſend a veſſel to the bay of St Auguſtin, in the iſland of Madagaſcar, where he would find a frigate, with diſpatches containing inſtructions for his future conduct. This plan was afterwards laid aſide, for reaſons which the public were left to conjecture.

In order to apprize Admiral Corniſh in the Eaſt Indies, of the enterprize againſt the French iſlands being relinquiſhed, the Terpſichore frigate, commanded by Sir Thomas Adams, was diſpatched to Madagaſcar, with orders to wait there, till Admiral Corniſh ſent a ſhip to receive from him the diſpatches with which he was charged. Of all this, the public remained quite ignorant; for, although the original plan of the enterprize was entirely altered, yet, in the month of October, the troops were ordered to aſſemble in the neighbourhood of Portſmouth, and a number of tranſports were collected there to receive them. (See Note 167.) But when a regiment of light-dragoons, a battalion of foot-guards, and ſeveral other corps of light-infantry, together with a large train of battering-cannon, were ordered to aſſemble at the ſame place, the public began to form various conjectures concerning the real deſtination of this armament. Some politicians would have it to be deſtined againſt Oſtend, or Antwerp, in order to make a powerful diverſion in favour of the operations of the allied army under Prince Ferdinand of Brunſwick; others, that it was to join the army under the Hereditary Prince of Brunſwick, then acting on the Lower Rhine. But a circumſtance happened, which diſcovered that the enterprize was deſtined againſt the iſland of Belleiſle, or ſome part of the coaſt of France. Two regiments were to be drawn from Ireland, to join the troops from England, which were now all embarked, and waited only a fair wind to proceed. But the wind which detained thoſe at Spithead, being fair for the regiments at Cork, to ſail for the general rendezvous; they accordingly ſailed for Quiberon bay, where they waited ſeveral weeks, in hopes of being joined by their friends from England. (See Note 167.)

An unexpected event drew the attention of the public from this enterprize for ſome little time. This was the death of our Sovereign, King George II., who died at his palace of Kenſington, between ſeven and eight o'clock in the morning, on the 27th of October, in the ſeventy-ſeventh year of his age, and thirty-third of his reign. The immediate cauſe of his death was a rupture of the ſubſtance of the right ventricle of the heart, by which the circulation was ſtopped in an inſtant. We live too near the age in which his Majeſty reigned, to be able to draw the character of this Monarch with juſtneſs and preciſion. His reign, until the preſent war, is not remarkable for any great events. His ſubjects always enjoyed peace at home, one momentary broil excepted. Whenever the national ſtrength was properly exerted, the kingdom always acquired glory. The laſt years of his reign were by far the happieſt, his Miniſters being highly agreeable to the nation at large; actuated as they were by a true love of their country, whoſe intereſt and glory was their firſt conſideration. His Majeſty lived to ſee party-rage, which had proved ſo troubleſome to ſeveral of his Miniſters, in a manner extinguiſhed. The wiſe and ſalutary meaſure of employing the Highland Clans in the ſervice of Government, put a final end to Jacobitiſm, and gained him their affections, while their actions teſtified they were ſincere. Clemency and kindneſs can accompliſh what cruelty and force can never obtain. If his Majeſty did not poſſeſs firſt-rate abilities, his conduct, on many trying occaſions, ſhowed that his underſtanding was far being defective. In his temper he was choleric. He perfectly well underſtood the intereſt of all the Princes of Europe; particularly thoſe of the Germanic body, for whoſe concerns he ever ſhewed the greateſt attention.

It was unfortunate for this country, that his Majeſty had attained the prime of life before he came to reſide in it. This prevented him from ever attaining ſuch a knowledge of the Engliſh language, as to enable him to perceive its beauties, or to become acquainted with the moſt eſteemed works, or the fineſt writers of the kingdom. Learned men, after the death of his Queen, therefore, did not meet with that encouragement which is due to ſuperior merit. Literature conſequently did not flouriſh ſo much as might have been expected in the latter part of his reign. The fine arts kept pace with literature. This is ſuppoſed to have proceed from too rigid an œconomy, and is perhaps the greateſt blemiſh in his reign; for, in private life, he was an excellent huſband, an affectionate parent, a kind maſter, and, to thoſe whom he eſteemed, a ſincere friend. Plain and direct in his intentions; true to his word; ſteady in his favour and protection to his ſervants, whom he never changed willingly, eſpecially thoſe near his perſon: they advanced in years along with him, and many of them died in his ſervice.

In his reign, agriculture increaſed; trade and manufactures flouriſhed to a great degree; and many wiſe regulations were made for the proſperity of the kingdom, by Parliament. With regard to the affairs of Government, he was ſomewhat indifferent as to who might have the management of them; but this only took place from the downfal of his favourite Sir Robert Walpole, who had rendered ſtate matters ſo caſy to his Majeſty, that he placed entire confidence in him: yet, as he was neceſſitated to part with him, he never afterwards ſhewed the ſame regard or partiality to any Miniſter. His Majeſty was temperate, and a ſtrict lover of juſtice. He died univerſally beloved and regretted by all his ſubjects. George the Second may not be ranked among Kings who are ſtyled GREAT, by hiſtorians; but he poſſeſſed a more exalted character, and was truly an HONEST MAN.

Mr Pitt ſtill continued to direct all public buſineſs under his late Majeſty's ſucceſſor; and our warlike preparations ſuffered no abatement. The troops were all on board for the ſecret expedition, and moved from Spithead to St Helen's, to be the more ready to embrace the firſt breeze of fair wind that ſhould offer, and to proceed to their deſtination. But having long waited for this, Adminiſtration thought the ſeaſon too far advanced for military and naval operations; therefore, on the 13th of December, orders were given for the fleet to return to Spithead, and for the troops to diſembark, and go into winter quarters.

The Acteon, Captain Paul Henry Ourry, gave chaſe to, and drove on ſhore, a privateer of ſixteen guns, between Cape Barfleur, and Cape la Hogue, and effectually deſtroyed her.

The Niger, Captain Bentinck, took L'Epreuve, a ſnow ſloop of war, belonging to the king of France, of fourteen guns, and one hundred men. She was bought by Government, and added to the Royal Navy.

### A LIST of the PRINCIPAL PRIVATEERS taken on this STATION, &c. &c.

| Privateers Names. | Number of Guns. | Number of Men. | Belonging to. | By whom taken. | Number of Guns. | Number of Men. | Commanders Names. | How diſpoſed of. |
|---|---|---|---|---|---|---|---|---|
| Jaſon - - | 8 | 52 | St Malo | Niger | 32 | 220 | John Bentinck | Sold |
| Margaret ſchooner | 8 | 58 | Rochelle | Orford | 66 | 520 | Richard Spry | Ditto |
| Pallas - - | 14 | 100 | Bayonne | Fame<br>Achilles | 74<br>60 | 600<br>490 | Hon. J. Byron<br>Hon. S. Barrington | Ditto |
| Chevalier de Barro | 20 | 146 | Ditto | Repulſe | 32 | 220 | J. C. Allen | Ditto |
| Phœnix - | 12 | 120 | Morlaix | Acteon | 28 | 200 | P. H. Ourry | Ditto |
| Grivois - - | 10 | 80 | St Malo | | | | | |
| Du Guay Trouin | 10 | 52 | Ditto | Tweed | 28 | 200 | W. Paſton. | Ditto |
| Elizabeth - | 6 | 41 | Ditto | | | | | |
| Favourite - | 6 | 60 | Ditto | Diligence | 10 | 80 | W. Oſborn. | Ditto |
| Chevalier d'Artheſay | 8 | 58 | Granville | Hornet | 12 | 90 | Ja. Johnſton | Ditto |
| *Bien Aimé - | 12 | 113 | Dunkirk | Thames | 32 | 220 | S. Colby | Ditto |
| D'Igouville, - | 14 | 123 | Port L'Orient | Torbay | 74 | 700 | Wm. Brett | Ditto |
| Villegenie, - | 12 | 113 | St Malo | Antelope | 50 | 350 | T. Graves | Ditto |
| Mercury - | 10 | 90 | Rochelle | Carcaſe ſloop | 8 | 60 | C. Inglis | Ditto |
| Victor - | 24 | 220 | St Malo | Rainbow<br>Thetis | 44<br>32 | 240<br>220 | Chr. Baſſet<br>J. Moutray | Ditto |
| Revenge cutter | 8 | 44 | Dunkirk | Arethuſa | 32 | 220 | Hon. Raby Vane. | Ditto |
| Duc d'Ayen | 8 | 65 | Ditto | Hazard | 8 | 60 | S. C. Goodal | Ditto |
| Comte de Guiche | 8 | 54 | Bayonne | Flamborough | 28 | 220 | A. Kennedy | Ditto |
| Comteſſe d'Ayen | 8 | 62 | Dunkirk | Alarm cutter | 8 | 40 | Lr. Anningſon | Ditto |

* She had a ranſomer on board for two thouſand three hundred pounds.

In the courſe of this year, the Navy ſuſtained no loſs by the enemy, except the Penguin of twenty guns, and the Virgin ſloop. But that which it ſuſtained by accident was very conſiderable, viz. the Ramillies of ninety guns, and the greateſt part of her crew, on the Bolthead. The Conqueror of ſeventy guns, on St Nicholas's Iſland, near Plymouth. The Cumberland of ſixty-ſix guns, but carrying only fifty-eight: ſhe was an old ſhip, but had been repaired at Bombay: ſhe ſunk near Goa, in the Eaſt Indies: the crew were ſaved. The Harwich of fifty guns, wrecked on the Collorodoes, at the weſt end of the iſland of Cuba. The Griffin of twenty-eight guns, wrecked on the iſland of Barbuda, and fifty of her crew drowned. The Lyme, of twenty-eight guns, wrecked on the Categate, and thirty of her crew drowned. The Loweſtoffe, of twenty-eight, and the Eurus of twenty guns, wrecked in the river St Lawrence; and the Mermaid of twenty-four guns, wrecked on a key near the Bahama iſlands: the crews of the three laſt ſaved.

The enemy's trade being in a great meaſure annihilated, the captures made this year were conſequently few. They amounted to only one hundred and ten veſſels. On the contrary, our trade flouriſhed in every part of the globe; and the enemy having ſwarms of ſmall privateers at ſea, captured no leſs than three hundred and thirty of the Britiſh ſhips; few of which, however, were of any conſiderable value. Six Royal ſhips being taken by the Britiſh, nearly balanced accounts with the enemy. It is to be lamented, that ſome of their privateers exerciſed horrid barbarities on their priſoners, being the crews of ſuch ſhips as had preſumed to make reſiſtance, and who were afterwards obliged to ſubmit: Conduct that would have diſgraced the moſt infamous pirate; and it would have redounded much to the credit of the Court of France, to have made public examples of thoſe who behaved in this manner. I am afraid, likewiſe, that there was but too much reaſon for complaint of ill treatment to the Britiſh ſubjects, even after they were landed in France, and ſent to priſon. Of this, indeed, ſeveral affidavits were made by the ſufferers when they re-

returned to England. On the contrary, the conduct of Great Britain was a ſtriking example of their kindneſs and humanity to ſuch unfortunate perſons as were made priſoners of war. The priſons were ſituated in wholeſome places, and ſubject to public inſpection; and the priſoners had every favour ſhown to them that prudence would admit of. From the greatneſs of their numbers, it is true, they frequently remained long in confinement before they could be exchanged, in terms of the cartel; by which their clothes were reduced to a very bad ſtate, many of them indeed almoſt naked, and ſuffered much from the inclemency of the weather. No ſooner, however, was their miſerable ſituation in this reſpect made known, than ſubſcriptions for their relief were opened at ſeveral of the principal banking-houſes in London, by which very great ſums were procured, and immediately applied in purchaſing neceſſaries for thoſe who ſtood in great need of them.

The bad ſtate of the finances of France, did not permit that kingdom to continue the allowance they had formerly granted for the maintenance of their ſubjects who might become priſoners of war; but the nation, who had acquired ſo much glory in overcoming them, had alſo the generoſity to maintain ſuch of theſe unfortunate men as were in her power, at the public expence.

We ſhall conclude the account of the tranſactions of this year, with the following inſtance of generoſity in the Britiſh nation to a ſet of unfortunate people, the conduct of whoſe prince had ſet a very different example. On the 28th of Auguſt, an Algerine xebeque of twenty guns, and full of men, was drove aſhore and wrecked in Mount's bay, near Penzance, in the county of Cornwall; about one hundred and fifty of the crew got aſhore, which greatly alarmed the country people. They had been forty-four days from Algiers, and had been on a cruize off Cape Finiſterre. No ſooner was their caſe made known, than his Majeſty ordered a houſe to be provided for them to lodge in, and all poſſible care was taken to ſupply them with proviſions. They were embarked on board of a tranſport, and, under a convoy of a ſhip of war, ſent home without any charge, or without any ranſom being exacted from them.

## 1761.

THE affairs of this year differ very much in their nature from from any we have related; and the political tranſactions become ſo blended with the naval and military, that it is impoſſible to ſeparate them; the former of which are indeed ſo very important and intereſting, that without ſome knowledge of them, theſe Memoirs would appear defective. A negociation to bring about a peace between Great Britain and France, the terms preſcribed, the cauſe of its failure, the reſignation of the Miniſter when in the plenitude of power, and a declaration of war againſt Spain, are the topics to which we allude.

The ſecret expedition which had ſo long exerciſed the thoughts of politicians, was not relinquiſhed, but poſtponed until the ſeaſon of the year became more ſuited to naval and military operations. The command of the land-forces was now beſtowed on Major-General Studholm Hodgſon; and that of the ſquadron which was to co-operate with them, on Commodore Keppel, who likewiſe was appointed to command all his Majeſty's ſhips ſtationed from Uſhant to Cape Finiſterre. Soon after the French ſhips made their eſcape out of the river Vilaine, Sir Edward Hawke, and the greateſt part of his ſquadron, returned to England.

The commanding officers of his Majeſty's ſhips on the different ſtations abroad, were, in the Mediterranean, Vice-Admiral Saunders; in North America, Lord Colvill; at Jamaica, Rear-Admiral Holmes; at the Leeward Iſlands, Commodore Sir James Douglas, until the cloſe of the year, when Rear-Admiral Rodney was ſent out; in the Eaſt Indies, Rear-Admiral Stevens, after whoſe death, the command devolved on Rear-Admiral Corniſh. At home, Vice-Admiral Holburne commanded at Portſmouth; Sir Piercy Brett, in the Downs;

Commodore Keppel to the weſtward; and Commodore Swanton in the Channel.

The ſums granted by Parliament in the courſe of this ſeſſion, were liberal beyond example. Seventy thouſand ſeamen, including eighteen thouſand three hundred and fifty-five marines, were voted for the ſervice of the current year. The grants for the navy alone, amounted to upwards of ſeven millions. Two hundred thouſand pounds were granted to make proper compenſation to the reſpective provinces in North America, for the expences incurred by them in levying, clothing, and paying for the troops raiſed by them, according to the active vigour, and ſtrenuous efforts of the reſpective provinces. In ſhort, the ſum total voted this year, amounted to 18,816,119l. 19s. 9¾d., excluſive (See Note 168.) of the 800,000l. for his Majeſty's civil liſt, which is voted for the term of the King's life. His Royal Highneſs Edward Duke of York, was, by his Majeſty's command, promoted to be Rear-Admiral of the Blue; and on the 30th of July, his Majeſty was pleaſed to promote George Lord Anſon, to be Admiral and Commander in Chief of the fleet.

Soon after the King's acceſſion to the throne, it was perceived, that others beſide thoſe in Adminiſtration had a conſiderable influence, and that the ſtream of Royal favour began to flow into more channels than formerly. The Cabinet became divided; which proved the ſource of a political ferment that laſted for ſeveral years, and in which the violence of party-rage was carried to a greater height than the annals of Great Britain afford any precedent of.

Whether it was, that Mr Pitt thought himſelf highly obliged to the late Prince of Wales, his Majeſty's father, or that he deemed it expedient to introduce a perſon into the Adminiſtration, to whoſe judgment he knew that his Majeſty paid great deference, and who was much in his confidence, John Earl of Bute, was, March 25th, appointed Secretary of State for the northern department. It is a certain fact, that no Miniſter ever poſſeſſed ſo completely the good opinion of the nation at large, as Mr Pitt did. The unparalleled ſucceſſes which had attended the Britiſh army during his Adminiſtration, no doubt contributed very much to this. Yet the expence of the Continental war was ſo prodigious, and proved ſuch a clog on all our operations, that the nation began to weary, and wiſhed to get handſomely rid of it, foreſeeing that many of our valuable conqueſts muſt be relinquiſhed on a peace, by way of compenſation, and in order to obtain better terms for the King of Pruſſia, and our German allies.

The great load of debt in which the nation was plunged, and to which we were yearly adding, together with the ruined ſtate of the French finances, made a peace equally neceſſary for both nations. As the Duc de Choiſeuil, the King of France's Prime Miniſter, had ſignified his Maſter's deſire for peace; in the month of May, Hans Stanley, Eſq; was appointed Envoy Extraordinary to the Court of Verſailles, and M. Buſſy came in the ſame character to that of London. A negociation was then begun, in which, from the conceſſions agreed to be made by the Court of France, and the profeſſions made by M. Buſſy at the commencement of it, there was every reaſon to believe they were ſincere, and that this ſalutary meaſure would be attended with ſucceſs.

The belligerent powers had come to a reſolution to hold a general congreſs at Augſburg, in Auguſt, to adjuſt their reſpective claims, and reſtore peace. But it appears to have been the full intention of the Court of Great Britain, to have all the articles of the peace then negociating with France, fully ſettled before this congreſs met. In the beginning of this treaty it was propoſed, that each party ſhould remain in poſſeſſion of what they had conquered from each other; and the reſpective ſtates in which they ſhould happen to be in the different parts of the globe, at the periods ſtipulated by the treaty, were to ſerve as the baſis on which they were to proceed.

By this treaty of *uti poſſidetis*, it is evident, that if it was ſtrictly adhered to, Great Britain would have greatly the advantage of France. The former did not, however, propoſe to retain all the conqueſts ſhe had made, but yield up ſome of them, for which, no doubt, an equivalent was expected. The firſt difficulty that aroſe, was in fixing the proper epochas when hoſtilities ſhould ceaſe in the different parts of the world. Mr Secretary Pitt inſiſted that the only one his Court would admit of, was the day the treaty ſhould be ſigned. To this the French Miniſter made a calm, but ſhrewd reply. The Britiſh Miniſter at laſt relinquiſhed this point; and the French named the following epochas for the ſituation that the reſpective Crowns ſhould be in at the periods mentioned for putting an end to the war on the terms of *uti poſſidetis*, viz. the 1ſt day of September 1761 in the Eaſt Indies; the 1ſt day of July the ſame year in the Weſt Indies, and in Africa; and the 1ſt day of May in Europe. This ſcheme was rejected by the Britiſh Court, on the pretence that the epochas were too near.

It muſt be obſerved, that at this time, great hopes were entertained of humbling the French ſtill more. Belleiſle was juſt going to be attacked, and Prince Ferdinand of Brunſwick was making conſiderable progreſs in Heſſe, againſt the French army under M. de Broglio.

Soon after accounts arrived of the iſland of Belleiſle being taken, Mr Pitt delivered (June 17th) a reſcript to M. Buſſy, in which he declared, "That before he would agree to treat "definitively upon any point, and particularly upon the epo- "chas, he inſiſted upon two preliminary condition: 1ſt, That "every thing which ſhould be happily adjuſted between the "two Crowns, in relation to their particular war, ſhould be "made obligatory, final, and concluſive, independent of the "fate of the negociation at Augſburg. 2d, That the defini- "tive treaty of peace between Great Britain and France, or "preliminary articles to that end, ſhould be ſigned and rati- "fied between the date of this reſcript, (June 17th,) and the "1ſt day of Auguſt following. If theſe conditions were ac- "cepted, then Great Britain agreed to name, on her part, de- "terminate epochas to which the *uti poſſidetis* ſhould refer, "viz. the 1ſt of July for Europe, the 1ſt of September for "America and Africa, and the 1ſt of November for the Eaſt "Indies.

While the Britiſh were battering the walls of the citadel of Pa-

Palais, the Court of Verſailles was buſily employed in obtaining two very important points, which the neceſſities of the kingdom made them extremely urgent for; the firſt of which was, to bring the Court of Vienna to conſent to their making a ſeparate peace with Great Britain. This requeſt was granted, with the following reſtrictions, viz. That nothing might be ſtipulated to the prejudice of Auſtria: the ſecond was, to endeavour to bring the Court of Madrid not only to ſupport France with money to carry on the war, but to get Spain to take a part in it, in caſe the negociation with Great Britain for peace ſhould break off. In both of theſe, they were ſucceſsful.

The French Miniſter now agreeing to proceed on Mr Pitt's terms; on the 15th of July, M. Buſſy gave in a memorial to the Britiſh Miniſter, in which he propoſed, that all Canada, together with Cape Breton and the iſland of St John's, ſhould be ceded and guaranteed to Great Britain; and that the fortifications of Dunkirk ſhould be demoliſhed. In return for which, France claimed a confirmation of her right to fiſh on the coaſts of Newfoundland, agreeable to the ſtipulations of the treaty of Utrecht; the iſland of Minorca to be reſtored for the iſlands of Guadaloupe and Marigalante; the four neutral iſlands in the Weſt Indies, to be thus divided, viz. Tobago to belong to Great Britain, St Lucia to France, and Dominica and St Vincent's to the native Caribs, under the protection of France. Either Senegal or Gorée in Africa to be reſtored to France, alſo the iſland of Belleiſle; for which Gottingen, Heſſe, and Hanau were to be evacuated, and the French army in Germany to be drawn off to the Maine and the Rhine.

In the Eaſt Indies, the French had nothing to offer by way of equivalent; but they endeavoured, with much art, and a great deal of ſpecioufneſs, to point out the true intereſt of the reſpective Eaſt India Companies of each nation, propoſing that matters in this country ſhould be ſettled by a treaty negociated by the two Companies themſelves. France endeavoured to make the moſt of her conquſts in Weſtphalia, with which ſhe wanted to make compenſation for her loſſes in other parts of the globe. The Britiſh Miniſter, at the very beginning of this treaty, declared, with a firmneſs peculiar to him, that he would ſupport the King of Pruſſia to the utmoſt. In return for this, the French Miniſtry declared, that they thought themſelves equally bound to ſupport the Empreſs Queen. But, in order to obviate theſe difficulties, a ſcheme was propoſed by France, which had a very fair appearance. It ſtated, that as the maintaining of armies in Germany was attended with great expence to both nations, if his Britannic Majeſty would recal the Britiſh forces from Germany, the King of France would recal double the number of his national troops from his armies on the Upper and Lower Rhine to France; and that no French troops ſhould remain in Germany, but in proportion to thoſe kept in the pay of his Britannic Majeſty. The French concluded with an article, from which, they ſaid, they would not recede. This was, a reſtitution of the captures made by Great Britain before the declaration of war. This demand they founded on the law of nations, and the moſt expreſs ſtipulation of treaties: at the ſame time they obſtinately refuſed to deliver up Gueldres and Cleves, which they had conquered from the King of Pruſſia. Along with this memorial, containing the conceſſions which France was willing to make to obtain peace, M. Buſſy, by deſire of the King of Spain, preſented a private memorial. It propoſed, in order to eſtabliſh a peace upon ſolid foundations, not to be ſhaken by the conteſted intereſts of a third power, that his Catholic Majeſty might be invited to guarantee the treaty between the two Crowns. It farther propoſed, with the conſent and communication of his Catholic Majeſty, the ſettling of the three points then in diſpute between Great Britain and Spain, and which might produce a new war in Europe or America; namely, the reſtitution of ſome ſhips taken in the courſe of the preſent war, under Spaniſh colours; the liberty claimed by the Spaniſh nation to fiſh on the banks of Newfoundland; and the demolition of certain ſettlements, made contrary to the treaty by the Britiſh logwood cutters in the Bay of Honduras.

This memorial, offered by an enemy nearly brought at our feet, met with the reception it juſtly merited from the Britiſh Miniſter, who, with a proper indignation, and in a manner of which only he himſelf was capable, returned it to M. Buſſy, as containing matters wholly inadmiſſible; at the ſame time, aſſuring him, that his Britannic Majeſty would not ſuffer France, in any manner whatever, to interfere in his diſputes with Spain, nor permit a word of them to be mentioned in the preſent negociation for peace; and that it would be conſidered as an affront, and a thing incompatible with the ſincerity of the negociation on the part of France, to make any farther mention of ſuch a circumſtance. Nor did Mr Pitt ſtop here; he immediately ſuſpected that the Court of Verſailles had obtained a promiſe of aſſiſtance from that of Madrid, and which had made the French ſo daring. He therefore required of the Spaniſh Miniſter to diſavow the propoſitions which had been ſaid to be made with the knowledge of his Court; expreſſing his aſtoniſhment at ſeeing a propoſal for accommodating diſputes between friends, coming through the medium of an enemy; and at finding points of ſo much conſequence offered for deliberation by a French Envoy, when his Catholic Majeſty had an Ambaſſador reſiding in London, from whom no intimation of ſuch buſineſs had been received. Mr Pitt, in the courſe of the negociation, let M. Buſſy know, that he would not relax in his demands, ſaying, "that it would be time enough to treat on thoſe matters "when the Tower of London was taken ſword-in-hand." An expreſſion which was faithfully tranſmitted to his Catholic Majeſty at Madrid, and which the French afterwards endeavoured to make uſe of, in order to induce Spain to take a part in the war with them; as, from the haughtineſs of the Britiſh Miniſter, the negociations for peace were likely to break off. Notwithſtanding the terms of ſtrict friendſhip that ſubſiſted between the Courts of Verſailles and Madrid, peace was become ſo very requiſite for the former, that, in order to obtain it, they would have condeſcended to have made an apology for having preſumed to interfere in our diſputes with Spain. But the anſwer that was tranſmitted to Mr Pitt from the Spaniſh Ambaſſador, put the intentions of his Court beyond a doubt, in caſe the negociations for peace ſhould prove unſucceſsful. He avowed and juſtified the ſtep taken by M. Buſſy, as coinciding entirely with the ſentiments of the King his Maſter; and declared, that the Kings of France and Spain were united not only by ties of blood, but by thoſe of mutual intereſt; that his Moſt Chriſtian Majeſty could not be too highly commended in endeavouring to render the peace as ſecure and permanent as the viciſſitude of human tranſactions would allow; and he added, very haughtily, that if governed by any other principles, his Catholic Majeſty, conſulting only his greatneſs, would have ſpoken from himſelf, and as became his dignity.

Mr Pitt had too much diſcernment not to perceive what all this muſt terminate in. From the underſtanding that now ſubſiſted between the two principal branches of the Houſe of Bourbon, he judged, that if France did not obtain favourable terms of peace from Great Britain, the latter would ſoon have both to contend with. On this occaſion, he acted with a dignity becoming the Miniſter of a great and free people. He ſhewed himſelf no way ambitious of ſeeking a war, yet not afraid of engaging in it. But, that the nation might not be precipitately plunged into a rupture with Spain, the Earl of Briſtol, the Britiſh Ambaſſador at Madrid, was inſtructed to remonſtrate, with energy and firmneſs, on the daring interpoſition of that court, in the negociation between France and Great Britain, and to demand a declaration of the final intentions of Spain; to perſevere in the negative put upon the Spaniſh pretenſions to fiſh upon the Banks of Newfoundland; to reſt the article of diſputed captures on the juſtice of the Engliſh tribunals; to continue the former profeſſions of his Court, indicating a deſire of an amicable adjuſtment of the logwood diſpute, and the willingneſs of his Britannic Majeſty to cauſe the ſettlements on the coaſt of Honduras to be evacuated, as ſoon as his Catholic Majeſty ſhould ſuggeſt another method by which the ſubjects of Britain could enjoy that traffic, to which they had a right by treaty, and which the Court of Madrid had farther confirmed to them by repeated promiſes.

The Earl of Briſtol loſt no time in complying with his inſtructions. He had a conference with Mr Wall, the Spaniſh prime Miniſter, who greatly applauded the magnanimity of the King of Great Britain, in not permitting France to intermeddle in his diſputes with Spain. The Court of Madrid, he ſaid, had certainly conſented that France ſhould make the propoſition; but declared, that things had not been regarded in the ſame point of view by them, as the Court of London had viewed them. He, at the ſame time, aſked the Ambaſſador, Whether it could be imagined in England, that the Catholic King was ſeeking to provoke Great Britain to war in her moſt flouriſhing and exalted condition, and after ſuch a ſeries of proſperous events, as never perhaps occurred in the annals of any other kingdom? But he refuſed to give up any of the three points in diſpute; owning, that the moſt perfect harmony ſubſiſted between the Courts of France and Spain; that, in conſequence of that harmony, the Moſt Chriſtian King had offered to aſſiſt his Catholic Majeſty, in caſe the diſpute with Great Britain and Spain ſhould terminate in a rupture; and that this offer had been conſidered in a friendly light.

When the Earl of Briſtol tranſmitted an account of his conference with the Spaniſh Miniſter, Mr Pitt ſaw at once the part that Spain intended to take; and his conduct on this occaſion was ſo truly great and noble, that, if he had performed no other ſervice to his country, this alone ought to have endeared him to the whole nation. A Council was immediately held, where he delivered the ſentiments of a Britiſh patriot, replete with the love of his country, and anxious for her glory and proſperity. The evaſions of the Court of Spain, he ſaid, we ought to conſider as a refuſal of ſatisfaction; and that refuſal, as a declaration of war. We ought, from prudence, as well as ſpirit, to ſecure to ourſelves the firſt blow. If any war could provide its own reſources, it was a war with Spain. Her ſupplies lay at a diſtance, and, as we were already maſters of the ſea, theſe might eaſily be intercepted, or cut off. Her flota, or American plate fleet, on which ſhe had great dependence, was not yet arrived; and the taking of it would at once ſtrengthen ourſelves, and diſable her. Such a bold, but neceſſary ſtep, would be a leſſon to his Catholic Majeſty, and to all Europe, how dangerous it was to preſume to dictate in the affairs of Great Britain; and that Spain deſerved this chaſtiſement, as much from what ſhe had already done, as from what ſhe intended (See Note 169) againſt the Britiſh nation.

The dignity and ſoundneſs of this reaſoning was not to be confuted. The Council was compoſed of men of very great abilities, ſeveral of whom had adviſed like meaſures, with regard to France, before war had been formally declared againſt that Power, as thoſe which the Miniſter now urged ſhould be taken againſt Spain; yet, a great majority of them choſe to differ in ſentiment from him. The meaſures he recommended, they conſidered as violent, and contrary to the laws of nations. They agreed, that we ought not to be intimidated, by the threats of any power, from aſſerting our juſt demands; but that it was impolitic to add war to war, and enemy to enemy, when the ſprings of Government were already overſtrained, and to engage in what we had not ſtrength to ſupport. Upon juſt provocation, they added, it would be cowardice to ſhun a war; but to court and find pretexts for one, would be madneſs. If Spain ſhould be gained over by France, and take a deciſive part in the war againſt Great Britain, it would then be time enough to declare war; and then all Europe would be convinced that we acted with coolneſs and reſolution. The whole kingdom would then ſee that we were forced, from unavoidable neceſſity, to adopt this meaſure, and would chearfully agree to ſupport an Adminiſtration which had acted with moderation and firmneſs, but which was averſe to laviſh away the public treaſure wantonly, or employ it in proſecuting an unjuſt war.

The reaſons they aſſigned, were not conſidered by a number of people as the real motives by which they were actuated on this occaſion; and ſome went ſo far as to ſay, that they were, in fact, tired of his ſuperiority, knowing, that while Mr Pitt continued in the Cabinet, he would be regarded as the principal perſon in Adminiſtration, not only by the nation, but by all the world. The Miniſter was not to be perſuaded, by theſe ſpecious arguments, to alter his opinion. He had been able to dive into ſome of the moſt ſecret meaſures of the Courts of France and Spain; and to learn, that the Sovereigns of the Houſe of Bourbon had ſigned a Family Compact †, which was founded on principles moſt hoſtile to the liberties of Europe, and particularly levelled againſt the proſperity of Great Britain. Had Spain been chargeable with no other unfriendly deſigns againſt this country, this alone was quite ſufficient to have rouſed the indignation of ſuch a Miniſter; and, regarding the opinions he had heard delivered, as timid, ſhort-ſighted, and narrow-minded, he exclaimed with great warmth, "This is now "the time for humbling the whole Houſe of Bourbon! and if "the glorious opportunity is let ſlip, we ſhall in vain look for "another. Their united power, if ſuffered to gather ſtrength, "will baffle our moſt vigorous efforts, and poſſibly plunge us in "the gulph of ruin. We muſt not allow them a moment to "breathe: ſelf-preſervation bids us cruſh them, before they "can combine or recollect themſelves."

The Secretary, perceiving that the majority of the Council were not likely to be brought over to his opinion, unfortunately declared, that unleſs he could carry ſo ſalutary a meaſure, this was the laſt time he ſhould ſit at that Board. For, added he, "I was called to the Adminiſtration of public affairs by the "voice of the people; to them I have always conſidered my- "ſelf as accountable for my conduct; and therefore cannot re- "main in a ſituation, which makes me reſponſible for meaſures "I am no longer allowed to guide."

This laſt reſolution of Mr Pitt's, did not induce them to change their opinions: nor did they ſeem to regret, that, from their obſtinacy, the Crown was likely to loſe the aſſiſtance of ſo valuable a ſervant. They perſevered in oppoſing the Secretary; for, on a diviſion, only he and his brother-in-law, Earl Temple, were for an immediate declaration of war againſt Spain. Since this event happened, there has elapſed time ſufficient for viewing with exactneſs, and determining on the motives which induced the majority of the Council to deviate in opinion on ſo important a point, from Mr Pitt. They knew, that, while he continued in Adminiſtration, their political conſequence would be very inconſiderable; and that the nation looked up to him alone as their guardian angel. He had indeed reſcued them from deſpondency. Without the aid of foreign mercenaries, he had reſtored the nation to its wonted vigour; and, by properly exerting our natural ſtrength, had laid an inſolent foe proſtrate at her feet.

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† Mr Pitt is ſuppoſed to have obtained certain intelligence of the ſigning of this treaty, from George Keith, Earl Mariſchall, the Pruſſian Ambaſſador at Madrid.

A Miniſter muſt have been more or leſs than man, that did not feel an honeſt pride, in having met ſuch ſupport, for ſaving the veſſel of the State when in the greateſt danger, and conducting her to a ſea of glory and renown; and, conſcious of his own integrity and diſintereſtedneſs, Mr Pitt could but ill brook, on this occaſion, to be thwarted in his endeavours, when ſteering the veſſel clear of a ſhoal, of which the crew were ignorant. His warm temper was well known to his enemies: of this they availed themſelves, and adopted meaſures which they were ſure would rid them of one, whoſe reſplendent qualities as a Miniſter, had frequently rendered them, like the ſatellites of Jupiter, ſcarcely viſible without the help of a teleſcope. He reſigned the ſeals into his Majeſty's hand, on the 5th of October, and the King accepted them. He was offered any honours in the power of the Crown to beſtow; but theſe he declined. His lady was created Baroneſs Chatham; and a penſion of 3000l. a-year was ſettled on their joint lives, and the life of their ſon John Pitt: for this virtuous man was far from rich.

No change in any Adminiſtration ever excited ſo much alarm, or gave more real concern to the nation, than this of Mr Pitt's. It was felt like a great national calamity; and every one dreaded, that, from the want of his all-inſpiring genius to direct the Councils of the nation, their intereſt would be ſacrificed to patch up an inglorious peace with one nation, in order to avoid going to war with another, which well deſerved to feel the reſentment of Great Britain.

The news of Mr Pitt's reſignation was received in France and Spain, eſpecially the former, with every demonſtration of joy; as they then indulged the hope, that we had not a man of equal abilities for his ſucceſſor, throughout the kingdom. The French now boaſted of the Family Compact, or treaty, they had brought about; which was not only to retrieve their affairs, but to humble the pride of Great Britain. The Earl of Egremont was appointed ſucceſſor to Mr Pitt, as Secretary of State, but did not take the lead which that gentleman had done. He was, however, a man of very conſiderable abilities; and, ſenſible that the ſureſt means to regain the confidence of the nation, was to proceed with ſpirit in regard to Spain, he, with the conſent of the reſt of the Cabinet, inſtructed the Earl of Briſtol to act with firmneſs, and to require from the Court of Madrid, an account of the purport of this much boaſted treaty. To this, a very evaſive anſwer was given by Mr Wall, viz. that the King his Maſter had thought it proper and expedient to renew his Family Compact with the Moſt Chriſtian King. An account of this very extraordinary combination, the reader will find in the Appendix, (See Note 170.) But it may be neceſſary to ſtate in this place, the manner in which France brought Spain to ſign this treaty, and to become a party in a war which had almoſt ruined the former.

From the death of the peace-loving Ferdinand VI. who breathed his laſt, the 10th of Auguſt 1759, France had redoubled her efforts with his ſucceſſor, Don Carlos III. King of the Two Sicilies. It had been ſtipulated by an article in the treaty of Aix-la-Chapelle, in the event of Don Carlos ſucceeding to the throne of Spain, on the death of his brother Ferdinand, that Don Philip, Duke of Parma, ſhould ſucceed to the throne of the Two Sicilies; and that the Dutchies of Parma, Placentia, and Guaſtalla, ſhould revert to the Houſe of Auſtria, while certain diſtricts ſhould be aſſigned to his Sardinian Majeſty. To this treaty Don Carlos never acceded; and when he became King of Spain, he altered the deſtination entirely. His eldeſt ſon being declared incapable of inheriting, from an invincible weakneſs of underſtanding, he therefore placed his third ſon, Don Ferdinand, on the Sicilian throne: the ſecond he declared Prince of Aſturias, and his own immediate ſucceſſor.

ceſſor. With theſe regulations, his brother, Don Philip, Duke of Parma, acquieſced; and the Court of Vienna, who were by far the greateſt loſers by it, was brought over to conſent to it, through the mediation of France. The King of Sardinia, being brother-in-law to Don Carlos and Don Philip, received by way of compenſation, a ſum of money.

This good action done by France, was ever conſidered by the King of Spain as a ſervice of the higheſt importance; and as his Catholic Majeſty may be compared to a citadel in which there are many weak places, the French Miniſter aſſailed him like an accompliſhed General, and made his approaches only where he was likely to carry his point. The ties of blood had a conſiderable weight with Charles III.; and this appeared in ſeveral acts of partiality to the Court of France. He was, at the ſame time, as liberal of his profeſſions of friendſhip to Great Britain, as his brother Ferdinand had been, but with much leſs ſincerity; for, the French Miniſter knew very well that the Britiſh nation were no favourites with him. He never forgot the diſagreeable viſit he received from a Britiſh ſquadron under the command of Commodore Martin, at Naples, in the year 1742, by whom he was compelled to withdraw his troops from the aid of the Spaniſh army, and to ſign a neutrality much againſt his inclination. To ſee the elder branch of his family humbled by a power to whom he had an averſion, was a circumſtance he could not behold with indifference; eſpecially as France had proffered Spain all the aid in her power, ſhould her diſpute with Great Britain end in a ruptnre. As a ſtrong proof of his friendſhip for France, he conſented that M. Buſſy, her Envoy at the Court of London, ſhould make the propoſitions he had done, relative to the diſputes ſubſiſting between Great Britain and Spain. But what excited his jealouſy the moſt, had by far the greateſt weight with him, and brought him ſooner into the war, was the rapid progreſs of the Britiſh troops in America; whence, if the French ſhould be driven by force of arms, it was inſinuated, that his own dominions in that country were too tempting

ing an object for the Britiſh to withſtand, eſpecially as their affairs were directed by a proud and aſpiring Miniſter, while no European Power, who had any territory in America, remained to aid Spain, and caſt the balance in her favour. One thing more was concluſive, which was, that the arrogance of the Britiſh Miniſter had increaſed towards France, ſince the King of Spain's friendſhip for her was publicly made known; and that the negociations for peace were, in a great meaſure, at an end. All theſe conſiderations had due weight with the King of Spain, and induced him to ſign the Family Compact, on the 15th of Auguſt.

The reply given by M. Wall to the Earl of Briſtol, concerning this treaty, and tranſmitted to the Britiſh Miniſtry, was far from being ſatisfactory. The Ambaſſador was therefore directed to demand a categorical anſwer on this ſubject. This completely did the buſineſs; as the flota being arrived, Spain had no occaſion to wear the maſk any longer. The Earl of Briſtol, on this important buſineſs, diſplayed great abilities and addreſs. Finding he could not draw any ſatisfactory anſwer from the Spaniſh Miniſter, he was neceſſitated to come to the point; and informed him, that the Britiſh Court expected a categorical anſwer to the following queſtions: Whether the Catholic King intended to join the French, our enemies, or purpoſed to act hoſtilely? or, Whether he would, in any manner, depart from his neutrality? Adding, that Spain's refuſal to give this ſatisfaction, would be deemed an aggreſſion, and a declaration of war. This conference was held on the 8th of December. M. Wall ſeemed very much ſurpriſed at this declaration; and in return only ſaid, "What is to follow? "you have then orders to withdraw from hence?" Which the Earl of Briſtol anſwering in the affirmative; M. Wall then requeſted that the demand might be put into writing, which was complied with. It was the 10th before any anſwer was ſent to the Britiſh Ambaſſador; when he received a letter from M. Wall, to the following purport: "That the ſpirit of haughtineſs and of diſcord, which dictated this inconſiderate ſtep, "and which, for the misfortune of mankind, ſtill reigns ſo

" much in the Britiſh Government, is what conſtituted, in the " ſame inſtant, the declaration of war, and attacked the King's " dignity. Your Excellency may think of retiring when, and " in the manner moſt convenient for you; which is the only " anſwer that, without detaining you, his Majeſty has order- " ed me to give you." Although much indiſpoſed, the Earl of Briſtol determined to quit Madrid as ſoon as poſſible, and return by way of Liſbon. He applied for an order for poſt-horſes to carry him and his retinue to the frontiers of Portugal; but that was refuſed him, until he had reached the city of Badajox.

The Earl of Briſtol found it extremely difficult to get information of the rupture between the two Crowns conveyed to Vice-Admiral Saunders, and General Parſlow, at Gibraltar, as his houſe was ſurrounded with ſpies: but he at laſt effected it. He alſo ſent a domeſtic, with a letter to the Britiſh Conſul at Liſbon, deſiring him to detain any Britiſh ſhip of war that might be then at that port, to carry home his next diſpatches; but to ſend ſuch letters as the ſervant brought, immediately to England by the packet. The ſervant brought with him a copy of the King of Spain's orders to ſeize all the Britiſh ſhips in his ports; which moſt effectually announced that a rupture had taken place between the two Crowns. This important intelligence, Captain George Johnſtone, being then at Liſbon, got conveyed with the greateſt diſpatch to Admiral Rodney, at the Leeward Iſlands.

Immediately upon the commencement of hoſtilities between the two Crowns, the King of Spain ordered all the Britiſh ſhips in his ports to be ſeized, and confiſcated the goods belonging to the merchants. How much more noble was the conduct of the King of Great Britain! who, ſcorning to diſtreſs individuals who had entered his ports on the good faith of the continuance of peace, ordered that ſuch Spaniards as came under that deſcription, ſhould remain unmoleſted in their perſons and effects; and that their merchant-ſhips ſhould be permitted to depart in ſafety. War was ſolemnly proclaimed againſt Spain, at London, on the 4th of January 1762; and the Spaniards did the ſame againſt Great Britain, at Madrid, on the 18th of the ſame month.

The Conde de Fuentes, the Spaniſh Ambaſſador, when he left London, met with no obſtruction or refuſal to obtain poſt-horſes; and, as ſoon as he arrived at Dover, embarked for Calais. Before his departure from London, he delivered a paper, in the form of a manifeſto, to the Earl of Egremont, full of reflections on the Britiſh Government, and the treatment they had given Spain; ſaying, that had they ſet about the buſineſs with propriety, all their demands might have been anſwered in a friendly manner, and the horrors of war, into which the two nations were going to plunge themſelves, have been avoided: and concluded with giving a ſort of explanation of the Family Compact. This paper, (See Note 171.) together with the anſwer made to it by the Earl of Egremont, the reader will find in the Appendix, (See Note 172.) And as the correſpondence between his Majeſty's Miniſters, and the Earl of Briſtol, relative to the rupture with Spain, was made public, the moſt material parts of it may likewiſe be found in the Appendix. (See Note 173.)

The combined Courts, ſenſible of how much advantage the ports of the kingdom of Portugal were to the Britiſh cruizers during a war againſt Spain, reſolved to invite his Portugueſe Majeſty to join them in the war againſt Great Britain. They endeavoured to convince him, that England had behaved with great tyranny to Portugal; and doubted not but he would comply with their wiſhes; which if he did, they had a body of forces ready on his frontiers, to march and garriſon all his principal fortreſſes, to prevent the Britiſh from entering his ports. They allowed his Majeſty but four days to give a categorical anſwer to their friendly proffers. His Portugueſe Majeſty behaved with great firmneſs; and although his kingdom had ſuffered from violent earthquakes, and was convulſed by domeſtic conſpiracies, yet he determined not to forſake his old friends. The conſequence was, that their reſpective Ambaſſadors left the Court of Liſbon; and the confederated Courts formally declared war againſt his Portugueſe Majeſty, on the moſt frivolous pretexts that ever were urged for ſuch a meaſure. His Britannic Majeſty being reſolved to give his Moſt Faithful Majeſty all the ſupport in his power, a conſiderable fleet, and near ten thouſand land forces, were immediately ſent him, (See Note 174.) beſides a great number of ſea and land officers, to ſerve in his navy and army. Theſe, joined with the Portugueſe troops, foiled all the efforts of the Spaniſh and French forces to obtain poſſeſſion of Portugal.

## EAST INDIES.

IMMEDIATELY after the taking of Pondicherry, four ſail of the line were detached under the command of Rear-Admiral Corniſh, with a body of troops under Major Hector (now Sir Hector) Munro, in order to reduce Mahie, on the Malabar coaſt; the only ſettlement that remained in the poſſeſſion of the French on the peninſula of Indoſtan. When off that place, they were joined by Thomas Hodges, Eſq. Commander at Tillicherry, to whom, and the above officers, M. Louet ſurrendered Mahie on the 10th of February.

In the month of April, the ſervice received a ſevere blow by the death of Rear-Admiral Stevens, a brave and an excellent officer, who had frequently diſtinguiſhed himſelf in the ſervice of his country. He fell a victim to the unhealthineſs of the climate, and was ſucceeded in the command of the ſquadron by Rear-Admiral Corniſh, who, in conſequence of orders from England, repaired with the fleet to Bombay, to put it in the beſt condition poſſible for ſea. The ſhips on this ſtation were now conſiderably diminiſhed in numbers. (See Note 175.) The Cumberland ſunk off Goa; but the crew were ſaved: and the Tiger and Saliſbury were condemned, as unfit for ſervice.

In conſequence of a deſign to attack the iſlands of Bourbon and Mauritius, a body of troops had been embarked at Portſmouth, under Major-General Kingſley, who were to be eſcorted to their deſtination by a ſquadron of men of war, commanded by Commodore Keppel. The Commander in Chief of his

Majeſty's fleet in the Eaſt Indies had orders to repair to the iſland of Diego Rays, this iſland being appointed the general rendezvous, with the greateſt part of the ſquadron under his command, in order to join Commodore Keppel there, and immediately on his arrival, to detach two ſhips to the bay of St Auguſtine, in the iſland of Madagaſcar, where he would find a frigate with diſpatches for him. As ſoon as the Elizabeth, America, Falmouth, Chatham, and Seaford, together with the Alderney ſloop, were ready, he diſpatched them under the command of Commodore Tiddeman. They got off the iſland of Diego Rays the 14th of September, and were joined, in the end of October, by Rear-Admiral Corniſh in the Norfolk, having with him the Grafton, Weymouth, and York, and the Company's frigate, Revenge: the ſtrength of the ſquadron was farther increaſed by the arrival of the Lenox and South-Sea-Caſtle, on the 10th of November.

As ſoon as it was determined to relinquiſh the deſign againſt the iſlands of Mauritius and Bourbon, the Terpſichore of twenty-ſix guns, commanded by Sir Thomas Adams †, was ſent out with diſpatches to Admiral Corniſh in the greateſt haſte, to inform him of it. His orders were, to proceed to the bay of St Auguſtine in the iſland of Madagaſcar, and wait there until the Admiral ſhould ſend a ſhip to receive the diſpatches with which he was charged. As ſoon as Admiral Corniſh got to the rendezvous, he ſent Commodore Tiddeman in the Elizabeth, accompanied by another ſhip, to look into the bay of St Auguſtine, and bring him his diſpatches from England. But when they approached the iſland of Madagaſcar, the weather was ſo extremely tempeſtuous, that it was judged impoſſible for a ſhip to ly at anchor in the bay of St Auguſtine; ſo that they returned to the Admiral without the diſpatches from England. Sir Thomas Adams remained in the bay of St Auguſtine until his proviſions were nearly exhauſted, his crew extremely ſickly, and the Terpſichore almoſt a wreck. He was forced to purchaſe proviſions from the natives; and, deſpairing

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† This account the author had from Sir Thomas Adams.

ing of hearing from Admiral Corniſh, was conſtrained to bear away for the Cape of Cood Hope, where he arrived in a very ſhattered condition.

The ſquadron under Admiral Corniſh, having only four months proviſions on board when they left India, began now to be in great diſtreſs. Having relied on the fleet expected from England for ſupplies of ſtores of all kinds, no accounts being received of Commodore Keppel, and the tempeſtuous ſeaſon approaching, the Admiral was at length obliged to make for Madras with the ſhips he had with him, where he arrived, after having loſt a great number of men. The York, while on this cruize, ran foul of the Revenge frigate in a dark night, with ſuch force, as to ſtave in all her gunwale to the water's edge, beſides carrying away her main-maſt. In this diſagreeable rencounter, the York loſt her fore-maſt, bowſprit, main-top-maſt, and main-yard. As it blew very hard, the people in the York feared that the Revenge had gone to the bottom, the officer of the watch having thrown himſelf on board of the York. Next day, however, as they were working to windward, to inform the Admiral of their diſaſter, they had the pleaſure to ſee the Revenge, but much diſabled. The York was very ſickly; and not being able to make much ſail for ſome days, they found it impoſſible to work up to the fleet; but the Chatham being in company, afforded them a great deal of aſſiſtance. Both ſhips, however, now becoming exceedingly ſcarce of proviſions, their crews ſickly, and finding it impracticable to regain the fleet, they were forced to bear away for the Cape of Good Hope.

By the time they arrived there, the crew of the Terpſichore were quite recovered; and Sir Thomas Adams ſeeing three ſail in the offing, went off in his barge to meet them, ſuppoſing them to be Britiſh ſhips; but juſt as he had got along-ſide of the headmoſt, he perceived her to be a French ſhip of the line: on this, he rowed for the two ſternmoſt, which proved to be the York and Chatham, in the moſt diſtreſſed ſituation that imagination can form. The firſt was under jury maſts, and had near three hundred ſick men on board; the few that were able to ſtand the deck, were in a moſt wretched plight, the

Captain and all the officers being obliged to work as hard as any of the foremaſt men, both at pump and braces; they had likewiſe, for a conſiderable time, been ſhort of bread. The reigning diſorder on board was the higheſt degree of a dropſical ſcurvy, by which, in the ſpace of one month, (the time employed from their firſt bearing away, to their arrival at the Cape), they had buried upwards of ſixty men. The Chatham, in point of ſickneſs, was not in a better condition than the York. The night before they made the land of the Cape of Good Hope, they fell in with the French ſhip of war before mentioned, viz. the Centaur of ſeventy guns, from the Mauritius, who had been at the bay of St Auguſtine in queſt of the Terpſichore frigate; but, miſſing her, had bore away for the Cape. She did not chooſe to come near, perceiving them both to be two-decked ſhips. This was a fortunate circumſtance for the York and Chatham; as, had ſhe attacked them, an eaſy conqueſt would have been made of both ſhips, neither of them being in a condition to make any reſiſtance.

Sir Thomas returned immediately to his ſhip, and not only ſent all the men he could ſpare, but all ſorts of refreſhments for the ſick, and ſoon after brought both ſhips to an anchor. He waited on the Governor, to whom he related the melancholy condition in which he found them, when his Excellency gave immediate orders for every poſſible aſſiſtance being afforded them. An hoſpital was inſtantly provided, and the ſick landed from both ſhips; but in doing of this, although every care was taken of them, ſeveral died. Such, however, as reached the hoſpital, and partook of the refreſhments with which the Cape of Good Hope abounds, ſpeedily recovered.

The ſhips were fitted for ſea with all poſſible diſpatch. While this was doing, a large fleet of Dutch Eaſt India Company ſhips arrived at the Cape from Europe, and, a few days afterwards, a letter from a Britiſh ſailor on board one of the Dutch India ſhips, was conveyed to Captain Lynn of the Chatham, intimating, that himſelf and ſeveral Britiſh ſubjects had been kidnapped in Holland, and were now detained on board the Dutch India ſhips, contrary to their inclinations. The

Britiſh Captains, in hope of getting this affair amicably ſettled, waited on the Governor of the place, as well as the Commodore of the Dutch ſhips, and made known their orders how to act when ſuch complaints were made to them. The Dutch Commodore urged, that the affair was miſrepreſented; that they were moſtly volunteers; and that, without their aid, they could not navigate their ſhips on their reſpective voyages. The Britiſh Captains could not give up the point; and, in conformity to their orders, inſiſted on ſearching the Dutch ſhips for the Britiſh ſubjects; with which the Dutch at laſt complied, when near one hundred and fifty Britiſh ſeamen were obtained. They proved a very ſeaſonable ſupply to the York and the Chatham; as, without them, they would have ſcarcely been able to have navigated the two ſhips back to India, whither they ſoon afterwards ſailed[*]. The Terpſichore returned to England.

## WEST INDIES.—*Leeward Iſland Station.*

COMMODORE SIR JAMES DOUGLAS commanded his Majeſty's ſhips on this ſtation. He was very active in diſtreſſing the enemy's privateers, and afforded very ample protection to the iſlands and their trade. His ſquadron was reinforced by the

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[*] A like circumſtance happened to Sir Thomas Adams, on his voyage to Madagaſcar. Falling in with a Dutch Eaſt India ſhip, outward bound, mutual civilities paſſed. The Dutch Captain ſent one of his mates, and invited Sir Thomas on board to dinner. He being indiſpoſed, could not go; but ſent his firſt Lieutenant, who was moſt politely entertained, and ſhewn every part of the ſhip. When between decks, a ſlip of paper was put into his hand, on which was written an information that ſeveral Britiſh ſailors were detained on board, contrary to their inclination, and praying him to get them releaſed. The Lieutenant requeſted that the men might be delivered up to him; which the Dutch Captain refuſed. Sir Thomas Adams being made acquainted with the affair, he aſſured the Dutch Captain, that he was ſorry to do any thing offenſive to him, after the politeneſs he had ſhewn them; but he muſt obey his orders, which led him to uſe force, if nothing elſe would do; a neceſſity, he hoped, he would not compel him to. Upon this, the men in queſtion were delivered up.

Stirling-Caſtle, Norwich, Falkland, Sutherland, Penzance, and Repulſe, (See Note 176.) which eſcorted a body of troops from North America, under the command of Lord Rollo. The iſland of Dominica was ſo much under the influence of France, and ſo partial to the privateers of that nation, that it could not with propriety be any longer conſidered as a neutral iſland: orders had therefore been ſent from England to attack it. Accordingly, on the 4th of June, Sir James Douglas, in the Dublin, ſailed from the Baſſe Terre, in the iſland of Guadaloupe, having with him the Belliqueux, Montagu, and Sutherland, and Lord Rollo, with the troops under his command. On the 6th, he anchored in the road of Roſeau, the capital of the iſland. Two officers were immediately ſent on ſhore, with a manifeſto, ſigned by the Commodore and his Lordſhip, ſetting forth the reaſons for their coming in a hoſtile manner, ſummoning the inhabitants to ſurrender. This paper being read to the people by the officers; two of the principal inhabitants came off, ſoon after, and went on board the Dublin, with a deſign to treat about a capitulation for the iſland.

Whether this was only a feint to gain time, or that the people on ſhore had, in their abſence, been ſpirited up by Mr. Longprie, the Governor, to ſtand on their defence, it is difficult to determine; but, ſoon after they were ſet on ſhore in the afternoon, an anſwer was given, that they would defend themſelves; whereupon the inhabitants appeared in arms at all their intrenchments and batteries, both at the town, and at the heights above it. Every thing having been previouſly concerted between Lord Rollo and the Commodore, the latter immediately on this made the ſignal for the troops to prepare to land; when the ſhips moving cloſe to the ſhore, came to an anchor with ſprings on their cables, and began ſo warm a cannonade, that the enemy's batteries were ſoon ſilenced. Under cover of the fire from the ſhips, the troops landed in moſt excellent order, and immediately formed on the beach, while a part of them marched and took poſſeſſion of the town. Lieutenant-Colonel Melvill, at the head of the grenadiers, ſeized a flanking battery and part of an adjoining intrenchment which the enemy had abandoned on his approach. The enemy then retreating to a little diſtance, kept up an irregular fire of muſketry from behind trees and buſhes, and now and then fired a few ſhot from a battery they had, which overlooked the intrenchments, the town and the ſhore. Night was now come on; and as Lord Rollo apprehended that the troops might ſuffer much from ſome cannon and muſquetry which the enemy had placed on works they had erected on the ſide of a hill, which commanded the ground near to where the troops were poſted, and conjecturing, that the country being now alarmed, and extremely capable of defence, the enemy might be conſiderably reinforced before morning, he reſolved to attack them in their intrenchments immediately.—Lieutenant-Colonel Melvill led on the grenadiers with great ſpirit: he was ſupported by the battalion troops. They ſucceſſively drove the enemy from all their batteries and intrenchments in great confuſion, and took poſt at their head-quarters. On this occaſion, M. Longprie, the Governor, M. de la Couche, the ſecond in command, and ſeveral of the principal inhabitants of the iſland, were made priſoners. The loſs ſuſtained by the Britiſh was only two men killed, and four wounded. Next day the whole iſland ſubmitted; and the people having delivered up their arms, took the oath of ſubmiſſion to his Britannic Majeſty. The place being taken by aſſault, Lord Rollo would grant them no terms, but protection, until his Majeſty's pleaſure ſhould be known.

By means of ſpies, the Commodore gained intelligence that a frigate, with a ſhip under Neapolitan colours, and a ſnow, richly laden, were ſoon to ſail for Europe, from St Pierre's in the iſland of Martinico. Ships were ſtationed to intercept them; which they certainly would have done, had not a gale ſeparated them ſoon after ſailing, by which the frigate eſcaped, but the other two were taken. The Virgin ſloop, commanded by Captain Briſbane, took a ſchooner laden with coffee: the making of this capture was attended with ſo many circumſtances of reſolution and good conduct, that they deſerve particular mention. The ſchooner was at anchor cloſe to the iſland of

St Lucia. On the Virgin ſtanding for her, the people on ſhore got under arms to prevent them from attacking the ſchooner, and kept an inceſſant fire from ſwivels and muſquetry on the Virgin and her boat, (which had put off to endeavour to board the ſchooner) by which Captain Briſbane and ſeven men were wounded. This obliged Lieutenant Brabazon, who commanded the boat, to return on board for a ſet of freſh men, thoſe he had with him being all diſabled by wounds. This done, he once more rowed for the ſchooner, and, under fire of the ſloop, he boarded, and brought her off.

Mr Pitt having determined to make an attack on all the French iſlands in this part of the Weſt Indies, had, for this purpoſe, ordered a very large military force to proceed to that quarter, as ſoon as the hurricane months were over. Theſe were to be joined by a conſiderable reinforcement from Europe; and the command of the fleet which was to co-operate with the army, was beſtowed on Rear-Admiral Rodney.

## WEST INDIES.—*Jamaica Station.*

Rear-Admiral Holmes commanded his Majeſty's ſhips on this ſtation, (See Note 177.); and, conſidering the few ſhips of any conſequence the French had now at ſea, his cruizers were pretty ſucceſsful. On the 7th of January, the Trent, commanded by Captain Lindſay, fell in with, and gave chaſe to Le Bien Aimé, a French merchant frigate of twenty guns, and eighty-five men, from Martinico for France, laden with ſugar and coffee. Coming cloſe up with her, a cloſe engagement took place, which laſted an hour; when ſhe ſtruck, having twenty men killed and wounded. The Trent had only one man killed, and five wounded. She proved a very valuable prize.

The Cambridge being under repair, and the Admiral receiving intelligence that the St Anne was ſoon to put to ſea from Port au Prince, he hoiſted his flag on board of the Centaur, and, with ſome other ſhips, got off that port on the 5th of

June, which he blocked up in ſuch a manner, that he could not fail of intercepting her. Early in the morning, the Hampſhire got ſight of the St Anne, and chaſed her right down upon the Centaur to leeward. Upon the chaſe diſcovering the Centaur, ſhe hauled up, and was kept between the two ſhips till ſhe was almoſt in-ſhore, and becalmed about a league to the northward of Donna Maria bay, when ſhe began to fire her ſtern-chaſe. A little after nine o'clock, the Centaur got up cloſe along-ſide of her, and began to engage her; on which ſhe ſtruck her colours. She was pierced for ſixty-four guns, but had only ſix twenty-four pounders, twenty-ſix twelve pounders, and eight eight-pounders mounted, with a crew of three hundred and eighty-nine men, and was commanded by M. d'Aguillon. She had on board a cargo of great value, conſiſting of indigo, ſugar, and coffee. Being a fine ſhip, and almoſt new, ſhe was purchaſed by Government, and added to the Royal Navy by the ſame name.

On the 21ſt of December, Rear-Admiral Holmes died, univerſally lamented. The command devolved on Captain Arthur Forreſt of the Centaur, the ſenior Captain, until the arrival of Sir James Douglas.

## NORTH AMERICA.

Lord Colvill had the command of his Majeſty's ſhips on this ſtation, (See Note 178.); which having now no enemy to contend with, were moſtly employed in eſcorting large bodies of land-forces to the Weſt Indies. Some of the tranſports having ſeparated from their convoys, ſeveral of them were met by French privateers of conſiderable force, which attacked them; and though the tranſports had no guns, yet they made ſuch a ſtout reſiſtance with their ſmall arms, that they beat off the enemy. In theſe actions, an officer of Colonel Montmogomery's Highland regiment, and a good many private men, were killed, and ſeveral officers and private men wonnded.

## MEDITERRANEAN.

His Majeſty's ſhips on this ſtation were commanded by Vice-Admiral Saunders, (See Note 179.) who, towards the cloſe of this year, received a very conſiderable reinforcement under the command of Sir Piercy Brett. On the 1ſt of April, the Iſis, Captain Wheeler, being on a cruize off Cape Tres Forcas, fell in with a large ſail, to which he immediately gave chaſe, and got along-ſide of her about ſix in the evening, when a warm action took place, in the beginning of which, Captain Wheeler, a midſhipman, and a quarter-maſter, were killed by one ſhot. The command of the Iſis devolved on Lieutenant Cunningham, who continued a running fight (the enemy endeavouring to make off) until half paſt ten; at which time they endeavoured to get to the northward of the Iſis, ſo as to gain the Spaniſh ſhore. To prevent this deſign being effected, Lieutenant Cunningham found it neceſſary to run on board the enemy, which was done without any damage to the Iſis, except the loſs of one of her anchors; ſoon after which, the enemy ſurrendered. She proved to be the Oreflame, a French ſhip of war of fifty guns, but had only fourteen eighteen-pounders, and twenty-ſix twelve pounders mounted. She had between forty and fifty men killed and wounded in the action. Her cargo was very valuable; and, although deeply laden, ſhe was able to uſe her lower ports. The Iſis had only four men killed, including the Captain, and nine wounded.

The Thunderer, Modeſte, Thetis, and Favourite ſloop were ordered to cruize off Cadiz, in hopes of intercepting L'Achille of ſixty-four, and Bouffon of thirty-two guns, two French ſhips of war, which were expected ſoon to ſail from that port. On looking into Cadiz, on the 14th of July, it was perceived that the French ſhips had ſtole out; and, judging what courſe they would ſteer, the Britiſh ſhips followed them with a preſs of ſail. On the 26th, about two in the afternoon, they got ſight of them; and about one in the morning of the 17th, the

Thunderer got cloſe along-ſide L'Achille, and began a very cloſe action, when unfortunately one of the Thunderer's upper-deck guns burſt, which blowing up a great part of the poop, killed and wounded a great many men, and ſet fire to the ſhip. The fire, with ſome difficulty, was got extinguiſhed, and the engagement was inſtantly renewed. The ſhips getting quite cloſe to each other, Lieutenant Leſlie, at the head of one hundred and fifty men, reſolutely boarded the enemy, when they ſtruck. About ſeven in the morning, the Thetis got up with the Bouffon, and engaged her very cloſely for half an hour; when the Modeſte coming up, and firing a few ſhot, the enemy ſurrendered. Both the prizes had a great many men killed and wounded in the reſpective actions. The Thunderer, beſides being conſiderably damaged in her hull, maſts, yards, and rigging, had ſeventeen men killed, and one hundred and thirteen wounded, ſeventeen of whom died a few days afterwards. Among the wounded was Captain Proby, (who received a ſlight hurt in the hand), and the ſecond and third Lieutenants. The Thetis ſuſtained no loſs.

The Cygnet took the Julius Cæſar privateer of eighteen guns, and one hundred and thirty-five men; and the Favourite ſloop took the St Joſeph and St Antoine Spaniſh privateer, of twelve guns and eighty-five men.

## TRANSACTIONS AT OR NEAR HOME.

Admiral Sir Edward Hawke, having along with him Vice-Admiral Sir Charles Hardy, remained at their ſtation in Quiberon-bay, with a conſiderable fleet, watching the French ſhips of war, which continued blocked up in the river Villaine; the better to obſerve whoſe motions, the Admiral detached four ſhips of the line, under the command of Captain Gambier, who anchored about a league from the entrance of the river; and every night, ſome ſmall craft kept plying between the river's mouth and the ſhips, in order to give notice, in caſe the enemy ſhould try to make their eſcape: this was the more neceſſary, as intelligence had been received, that a great reward had been offered by the King of France, to any perſon who would undertake to bring out the ſhips of war in Villaine river, and conduct them to Breſt or Rochefort.

To accompliſh this, the enemy choſe a very dark night, and a high tide; and on the 2d of January they effected it. As ſoon as they came out, the ſmall craft gave the alarm; and being neceſſitated to ſail cloſe by the ſhips under Captain Gambier, one or two of the French ſhips were ſeen, and a gun fired into one of them. Of this they took no notice, but kept ſtanding on; whereupon Captain Gambier, immediately letting Sir Edward Hawke know by ſignal what had happened, ſlipped his cables, and put to ſea with the Burford, Prince Frederick, Edgar, and St Florentine. His own judgment would have led him to make for the entrance of the harbour of Breſt; but perceiving a light, he conſulted his officers, who adviſed him to follow it. This he did with a crowd of ſail, and came up with the chaſe next morning. She was a Spaniſh veſſel, and had been made uſe of as a decoy to miſlead our ſhips. On this, Captain Gambier directly made for Breſt, whither he arrived only a few hours too late, for overtaking the fugitives.

The ſecret expedition under General Kingſley having been relinquiſhed, Sir Edward Hawke, and Sir Charles Hardy, returned to England, the beginning of March, leaving a ſmall ſquadron in Quiberon-bay.

Another ſecret expedition being ordered, and every thing in readineſs, Major-General Hodgſon, who was appointed to command the land-forces, gave orders for the army to embark. It conſiſted of twelve battalions of infantry, two battalions of marines, and three companies of the regiment of artillery; which force was to be followed by four troops of light-dragoons, making in all about ten thouſand men. The ſquadron which was to co-operate with it, conſiſted of ten ſail of the line, eight frigates, three ſloops, three bomb-ketches, and two fire-ſhips, and was commanded by Commodore Keppel. (See Note 180.) Such was the ſtrength of this formidable armament, which ſailed from St Helens the 29th of March; but it was the 6th of April before the wind permitted them to get ſight of the iſland of Belleiſle, againſt which they were deſigned.

In the evening the Commodore detached ſix frigates, with orders to ſtation themſelves between the main and the iſland, to cut off the enemy's communication with the continent. Ever ſince the end of laſt autumn, when Belleiſle had been threatened with an invaſion, the enemy had ſpared no coſt or pains to put it in a ſtate of defence. Intrenchments and batteries were raiſed at every place where a landing was thought practicable; and a ſtrong garriſon was placed in the fort, under the command of the Chevalier de St Croix, one of the beſt officers in the French army. Early in the morning of the 7th, the fleet paſſed the ſouth end of the iſland; and, ſailing very near the ſhore, gave the General and the Commodore an opportunity of reconnoitring the coaſt, and enabled them to fix on a place where a deſcent could be made with the greateſt probability of ſucceſs. This they thought could be effected, in a bay near the point of Lomaria; but the wind being then ſoutherly, it could not be attempted at that time: at noon, however, the whole fleet came to an anchor in the great road of Palais. The General, Commodore, and ſome other officers, went immediately in a cutter, to examine the coaſt to the northward; but they found the enemy ſo well prepared at every place, and ſo extremely alert and attentive to all our motions, that they could not fix upon a ſpot where a landing could be made good, without riſking a great many lives. While on this ſervice, the flat-boats were hoiſted out, and the troops got in readineſs to land on a moment's warning. The General Officers returned too late in the day, to make any attempt for a landing; but they ſettled a plan for a deſcent, which they reſolved to put in practice next morning, at a place called Port Andro; which place they had particularly noticed on the 7th, as they ſailed along the iſland.

In order to diſtract the enemy, and to divide their attention as much as poſſible, a feint to land was to be made near to Sauçon at the ſame time. For this purpoſe, Sir Thomas Stanhope, aud four ſhips of war, with the tranſports having the ninety-ſeventh and ninety-eight regiments, and the marine corps on board, were ordered to proceed on this ſervice, in order to draw off a conſiderable part of the enemy's forces to that part of the iſland, to oppoſe this ſuppoſed debarkation. On the 8th, early in the morning, the wind being at N. E. a ſignal was made for the troops to get into the boats, and to repair to the rendezvous. The Dragon and Achilles, with the two bomb-ketches, were ordered to ſail round the Point de Lomaria, at the ſouth-eaſt end of the iſland, and to attack a four-gun battery which defended the entrance into the bay of Port Andro, where it was intended the troops ſhould endeavour to force a landing. Commodore Keppel ſhifted his broad pendant from the Valiant to the Prince of Orange; and, with the troops in the flat-boats, ſoon after followed the ſhips to the bay of Port Andro. The Achilles led the way into the bay, and began the attack, in which ſhe was ſo well ſeconded by the Dragon, that the enemy's cannon were ſoon ſilenced; on which the Achilles hoiſted a Dutch jack at the main top-gallant-maſt head, being the ſignal that they had done ſo. Immediately the ſignal was made from the Prince of Orange for the troops to land. They rowed for the ſhore in three diviſions, conducted by Captain Barton of the Navy; it being intended to land at three places, contiguous to each other, at the ſame time. The enemy was poſted in the ſtrongeſt manner, intrenched up to the teeth on the ſides of a ſteep hill, the foot of which they had ſcooped away to ſuch a height, that it was impoſſible to get up to their breaſtworks without the aſſiſtance of ſcaling-ladders. The troops, however, made good their landing, notwithſtanding a heavy fire of ſmall arms from the enemy's works. But, after performing prodigies of valour, the General, finding all their efforts ineffectual to aſcend the hill, was obliged to order a retreat, after ſuſtaining conſiderable loſs. Here Generals Crawford and Carleton (now Lord Dorcheſter) exerted themſelves greatly: the latter received a wound in the thigh.

One of the flat-boats, having on board ſixty grenadiers of the ſixty-ſeventh regiment, had landed at a very difficult place, at ſome diſtance from the ſpot where the army was ordered to land. Theſe getting to the top of the hill, Captain Oſborne there formed his little band with great judgment; but they were ſo quickly attacked by much ſuperior numbers, that they were totally routed; all of them, excepting twenty which the boats brought off from the rocks to which they had fled, being either killed or made priſoners. Had Captain Oſborne's landing been obſerved in due time, and ſuccours immediately ſent to him, he would certainly have maintained his ground until the army had landed, when the enemy muſt either have retreated, or been cut to pieces: he unfortunately fell in this gallant attempt. The fire from the ſhips effectually covered the retreat of the army; but ſcarce were they got out of the bay, when they were overtaken with a ſevere gale of wind, in which all of them were in the greateſt danger of being loſt. They had far to row to regain their ſhips; and night coming on, the tranſports got foul of each other, when many anchors and cables were loſt, together with twenty flat-bottomed boats.

While the attack was making at Port Andro, Sir Thomas Stanhope cauſed the troops to be embarked in boats, with every appearance of making a deſcent near to Sauçon, in order to ſecond the operations at the ſouth part of the iſland. The loſs ſuſtained by the army, on the 8th, amounted to near five hundred men, in killed, wounded, and priſoners. As ſoon as the weather became moderate, all diligence was uſed to get the damages they had ſuſtained, repaired in the beſt manner that circumſtances would admit of; but the loſs of ſo many flat-bottomed boats was ſeverely felt in their next attempts to land, and occaſioned the debarkations to be inferior in point of force to what they had hitherto been.

The arrival of the tranſports, however, under convoy of the Windſor, Captain Cleveland, having the light-dragoons on board, was of conſiderable ſervice, as it enabled General Hodgſon to form another feint, when he repeated his attempt to force his landing. The coaſt being explored with the greateſt care, a plan of attack was concerted for making a deſcent on the 22d, at a place called Fort d'Arſic, under the conduct of Major-General Crawford. In order to ſecond his operations, two feints were to be made at the ſame time: the firſt near St Foy, under the conduct of Brigadier-General Lambart, but who had orders, in caſe he ſaw any proſpect of ſucceſs, to land, and endeavour to maintain his ground until he was reinforced: the other feint was to be made at Sauçon, where the tranſports, having the light-dragoons on board, were convened; which, with the Torbay, Temeraire, and other war ſhips, made a very formidable appearance. The Sandwich, Dragon, and Prince of Orange, together with two bomb-ketches, and two armed tranſports, were ordered to cover the landing of the troops at Fort d' Arſic; the debarkation to be under the direction of Captain Barton. Sir Thomas Stanhope, in the Swiftſure, with the Hampton Court, Eſſex, and Lynn, were ordered to attend the operations of the corps under Brigadier-General Lambart. Early in the morning of the 22d, the ſhips were all at their reſpective ſtations, and ſoon ſilenced the enemy's batteries.

While this was performing, the troops got into their boats and rowed to the rendezvous, under the ſtern of the Achilles, ready to proceed to the places of attack. The ſignal being made to land, about three o'clock in the afternoon, they rowed off in two diviſions; and kept cloſe together, till nearly abreaſt of the ſpots where deſcents were to be attempted. The troops under Brigadier Lambart, being cloſe under the ſteep rocks, were not much ſeen by the enemy, who judged that the principal attack was to be made at Fort d' Arſic. Brigadier-General Lambart, thinking the place he was ſent againſt weakly guarded, ordered the troops to land. The grenadiers of the 19th regiment, commanded by Captain Paterſon†, clambered up the rocks unperceived by the enemy, and reached the ſummit. Theſe were followed by a ſmall corps of marines, headed by Captain Murray. This was quite unexpected by the enemy, who truſted entirely to the great height of the precipice, and thought it impoſſible that a landing could be effected here. Some more troops arriving, they formed on the top of the rock; when being perceived by the enemy, the regiment of Bigorre marched down the hill, and attacked them with great reſolution.

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† Afterwards Major-General Paterſon.

tion. The troops now poſted themſelves behind a wall, from which the enemy could not force them; and, keeping up a ſteady and well-directed fire, they maintained their ground until Brigadier-General Lambart arrived with the grenadiers of the thirtieth regiment, and the remainder of the marines, under Lieutenant-Colonel Mackenzie; upon which General Lambert ordered the troops to move briſkly on, and attack the enemy in turn, which they did with great ſpirit; and taking them in flank, they forced them to retire to the top of the hill, where they had ſome field-pieces.

In the mean time, Sir Thomas Stanhope, who was extremely attentive to all the motions of the troops, the moment he perceived that they had made good their landing, made the ſignal for all the boats, manned and armed, to go to their aſſiſtance. On this, the diviſion of troops deſigned to attack Fort d'Arſic, rowed with the greateſt diſpatch to ſecond General Lambart; who, as ſoon as he found that he had force ſufficient, marched up the hill, and attacked the enemy. They only fired their cannon once, and fled. Three braſs field-pieces, and ſome wounded priſoners, were taken here. Our loſs, on this occaſion, did not exceed thirty men. Captains Paterſon and Murray, whoſe behaviònr did them the greateſt honour, were both wounded; having, with their companies alone, ſtood an attack from near three hundred of the enemy's beſt troops, until they were reinforced by ſome of General Lambart's corps. By five in the evening, the troops were all landed; when the General having arranged his forces, puſhed on near three miles after the enemy; and taking poſt on an eminence, the army there lay on their arms all night.

In the night, the enemy lighted a large fire on the top of a hill in the middle of the iſland. This was a ſignal for all the inhabitants, able to bear arms, to repair to Palais. In order to retard the march of the army as much as poſſible, the enemy broke up the roads, demoliſhed the bridges, and, after ſpiking up the cannon, and deſtroying the carriages, blew up all their little magazines at the different batteries along ſhore. Early on the 23d, General Hodgſon put the army in motion, and marched ed towards Palais. M. de St Croix having now collected his whole force, twice ſhewed an intention of making a ſtand, and riſking a battle. But the Britiſh General advanced with ſuch caution, and at the ſame time with ſuch reſolution and briſkneſs, that the enemy retired as the troops approached; and finally ſhut themſelves up in their redoubts, and citadel of Palais.

When the news reached London, of the check General Hodgſon had received on the 8th of April, the nation ſeemed diſpleaſed, not having been accuſtomed of late to rebuffs of this ſort. The Miniſter immediately ordered a reinforcement of four battalions of infantry, together with a ſupply of flat-bottomed boats, cables, anchors, and all ſorts of naval and military ſtores to be ſent to the beſiegers. They were eſcorted by five ſhips of the line. (See Note 180.)

The firſt ſtep that General Hodgſon took, was, to ſecure all the neceſſary poſts and paſſes, and to eſtabliſh a proper communication with the fleet. At firſt, the weather being very unfavourable for landing the cannon, ammunition, intrenching tools, and proviſions, occaſioned a delay of ſeveral days before he could break ground before the place. M. de St Croix availed himſelf of this as much as poſſible, and added new works to thoſe already conſtructed; having with great labour and judgment raiſed ſix redoubts to defend the town of Palais, which it was abſolutely neceſſary to take, before the approaches could be carried on againſt the citadel, as he had placed them on the very ground where he judged ſome of our batteries muſt be erected.

It was the 2d of May before our batteries opened, when their effect was ſoon perceived. The night following, the enemy made a vigorous ſally, with a corps of four hundred men, headed by one of their beſt officers. They attacked our moſt advanced work, which they forced, and there made Major-General Crawford, who was exerting himſelf very much, and his two aids-du-camp, priſoners. They then puſhed on, and attacked the trenches; when their leader was heard to encourage his men, by calling out to them, "Allons, mes enfans; mes ſol-"dats, allons! voilà, c'eſt la voye à l'honneur, à la gloire, à la "victoire."

"victoire." He then leaped into the works, but was inſtantly pierced through the heart by the thruſt of a bayonet from a grenadier of the thirtieth regiment. A good deal of firing now commenced on both ſides; but a party of marines, under the command of Captain David Hepburn, arriving very ſeaſonably to the aſſiſtance of the troops in the trenches, they attacked the enemy ſo briſkly, that they were forced to retire with conſiderable loſs. Sir William Peere Williams, of the ſixteenth regiment of light-dragoons, in returning from viſiting an out-poſt, the night being dark, unfortunately miſtook his way, and getting cloſe to the citadel, was ſhot by one of the enemy's centinels. When the engineer began to extend his ſecond parallel, he found it neceſſary that one of the enemy's redoubts ſhould be attacked. The General gave orders that two hundred men ſhould aſſault it next morning, and that four pieces of battering cannon, one howitzer, and a number of cohorns, ſhould play on it all night. This greatly ſhattered the place, and fatigued the enemy; ſo that when the detachment marched againſt it next morning, (the 13th), they, perceiving with what intrepidity our troops advanced to the redoubt, ſurrendered themſelves priſoners. Captain Smith of the thirtieth regiment, and Captain (now Major-General) Carruthers, who commanded the detachment, reſolved to take advantage of the panic in which they found the enemy: they therefore puſhed on, and attacked two more of the enemy's redoubts; but, in order to avoid being made priſoners, the French abandoned both, and fled with precipitation to the citadel.

Brigadier-General Jennings commanded in the trenches, and had a corps ready to have ſupported the troops in aſſaulting the redoubts, if it had appeared neceſſary. At this time, an officer obſerved to him, that it was a pity not to take advantage of the conſternation the enemy appeared to be in, by inſtantly attacking the other three redoubts; when Major Neſbitt, of the ſixty-ninth regiment, offering to undertake that ſervice with two hundred men, the Brigadier agreed to the propoſal. He ordered all of that regiment then on duty in the trenches (amounting only to three hundred and ſeventy men) to attend the Major, who loſt not a moment, but marched againſt the three remaining redoubts with the greateſt reſolution, and carried them with very little loſs; the enemy abandoning them ſucceſſively as the troops approached. In theſe works were found a great quantity of ammunition, wall-pieces, and intrenching tools. In this attack, Major Neſbitt and nine men were wounded, and four men killed. The enemy, beſides very conſiderable loſs in killed and wounded, had one hundred men made priſoners.

General Hodgſon followed up this ſtroke very briſkly, and immediately made a lodgment in the town, which obliging the enemy to abandon it, they were now cloſely blocked up in the citadel. From the alertneſs of the ſquadron, all communication between the continent and the citadel of Palais was entirely cut off; and the place being now completely inveſted, all hope of relief to the beſieged was precluded; who, in the end were compelled to ſurrender; their numbers daily decreaſing, and the defences of the place ſo much ruined, that they had no ſafety but the caſemates.

M. de St Croix, however, reſolved to defend the place to the laſt; and, by that means, to eſtabliſh his own honour and reputation, and make the beſiegers pay as dear for the place as poſſible. He repeated his ſorties; none of which, however, had effect ſufficient to retard the operations of the ſiege. One of theſe having been directed againſt a ſmall battery of cannon, where Lieutenant Lachlan Cuthbert commanded, the people he had with him, thinking they would be overpowered, fled, and left their officer alone. He upbraided them with their conduct, pointed ſome of the guns at the enemy, and fired them. His diſtreſs being obſerved, a reinforcement of men was ſent him ſo very ſpeedily, that the enemy were prevented from ſeizing the battery, and ſoon obliged to retreat with loſs. General Hodgſon was ſo much pleaſed with the gallant behaviour of Mr Cuthbert, that he gave him his thanks in the public orders of next day.

By the 16th of May, the batteries were completed, and the citadel was inceſſantly played on from forty mortars, ten howitzers,

itzers, ten thirty-two pounders, twenty twenty-four pounders, and ten twelve pounders; while the braſs field-pieces were occaſionally employed to fire ricochet, to clear the enemy's works. On the 20th, one ſhot from the citadel killed a ſerjeant and thirteen men; and the ſame day, two ſailors were killed, as they were dragging cannon to a battery. On the 20th, at night, one of our ſhells entered a ſmall place in the citadel, made a great exploſion, and drove ſome of the ſtones into the town with ſuch force, as killed one man belonging to the Britiſh, and wounded ſeveral more. The 25th, the breach began to appear conſiderable; on which day, a flag of truce was ſent from the citadel, with a letter from Major-General Crawford, to General Hodgſon; complaining, in the name of the Britiſh priſoners in the citadel of Palais, againſt M. de St Croix, who had ordered them to be confined in the upper part of one of the houſes in the garriſon, where they were expoſed to the Britiſh ſhot. Colonel Burgoyne was immediately diſpatched to the continent, with a letter to the Duc d'Aiguillon, remonſtrating againſt ſuch treatment. The Colonel returned, and brought an Officer back with him, charged with letters to M. de St Croix from the Duc d'Aiguillon. He was directly conveyed into the citadel; and ſoon after, the priſoners were removed to the caſemates.

From this time, to the 7th of June, the approaches made a rapid progreſs, and the breach appeared ſo wide, that preparations were making to ſtorm the place, when M. de St Croix beat the Chamade. The Commodore was immediately ſent for; and the terms for ſurrendering the citadel being adjuſted and ſigned, (See Note 180.) poſſeſſion was taken of it the next day. In conſideration of the gallant defence made by M. de St Croix, the garriſon were allowed all the honours of war; marched through the breach the Britiſh cannon had made in the walls of the citadel, and were immediately embarked for France. The loſs the enemy ſuſtained during the ſiege was very conſiderable. When the place was firſt inveſted, the ſtrength of the garriſon amounted to two thouſand ſix hundred men; and when they marched out, on the 8th of

June,

June, their numbers conſiſted of one thouſand ſix hundred and ſeventy-eight men. By this it appears, their loſs in killed, wounded, priſoners, deſerters, and ſick, amounted to nine hundred and twenty-two. The loſs the Britiſh ſuffered by the enemy, from the 22d of April, to the 7th of June, was thirteen officers, and about three hundred men killed; with twenty-one officers, and about four hundred and eighty men wounded, (See Note 180.): among the latter was Brigadier-General Howe. But the loſs the army ſuſtained by the enemy was ſmall, when compared with what they ſuffered by ſickneſs. The great fatigues they underwent during the ſiege, and a want of proper refreſhments, threw many into a fever and dyſentery, which carried off great numbers.

It redounds much to the honour of the Navy and Army, that, during this fatiguing ſiege, the greateſt harmony ſubſiſted between the two ſervices: both had their ſhare in this arduous work; and it muſt be allowed, that the aſſiſtance of the fleet contributed greatly to the ſucceſs of the enterprize. The Commodore ſent the Honourable Captain Barrington, as did the General his aid-du-camp, Captain Rook, with their reſpective diſpatches, which announced the army's having made good their landing on the 22d of April. His Majeſty gave to both a moſt gracious reception, and ordered each of them a preſent of 500l. When the iſland ſurrendered, the General again ſent Captain Rook, and the Commodore, Captain Barrington, with the agreeable intelligence to England. On this occaſion, alſo, the King received them very graciouſly, and again ordered each a preſent of 500l.*

General Crawford was appointed Governor of Belleiſle, and a ſtrong garriſon left in it: but when the Spaniſh war broke out, he was detached with the greateſt part of the troops to Portugal. The remainder were ſent to the Weſt Indies under Brigadier-General Rufane. A freſh garriſon was ſent from England, of ſome new raiſed regiments; and Colonel James Forreſter, of the ninety-ſeventh regiment, was appointed Governor.

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* The Commodore having occaſion to ſend ſome diſpatches of importance to England, intruſted them to Captain Scroop, of the Hampton-Court, who, as ſoon as the ſhip was anchored at Spithead, put off in his barge, in order to land at Portſmouth, and ſet out for London. He was unfortunately overtaken by a ſudden and heavy ſquall, when the barge overſetting, moſt of the people were drowned: but Captain Scroop, and a few others, after ſwimming for a conſiderable time, were, with the greateſt difficulty, ſaved by a boat, which put off to their aſſiſtance.

## BASQUE ROAD, AND THE ISLAND OF AIX.

AFTER the ſurrender of the iſland of Belleiſle, Commodore Keppel detached a ſquadron from his fleet, under the command of Sir Thomas Stanhope, to Baſque Road, with a deſign to attack ſuch of the enemy's ſhips as he might find there, and to demoliſh any new works they were erecting on the iſland of Aix. (See Note 181.) Sir Thomas came to an anchor with his ſquadron in Baſque Road, and not finding any of the enemy's ſhips, he next day detached Captain Parker with the Buckingham, Monmouth, Naſſau, and Furnace bomb, to deſtroy the fortifications on the iſland of Aix.

Captain Parker anchored off the iſland with the ſhips under his command, and ſent aſhore Captain Chaplen of the Furnace bomb, to blow up the works. The enemy had ſix prames and a great number of row-gallies at the mouth of the river Charante, which, on the 21ſt of July, endeavoured to remove the ſhips at anchor off the iſland of Aix, which they attacked with twelve mortars, and upwards of ſeventy pieces of cannon. About ſeven in the morning, the enemy's veſſels, accompanied by a number of launches full of men, weighed anchor from the Paſſe des Filles, and, with the tide of ebb, dropped towards the ſhips. They drew up in cloſe line ahead; and, from their number and motions, it was firſt conjectured that they meant to come quite cloſe; but they ſoon after hauled their wind, and brought up in a regular line upon the ſhoals, between the iſland of Ent and Fort Fouras; and, at a quarter after nine o'clock, began to bombard and cannonade. In leſs than half an hour, they got the diſtance exact, on which the Britiſh ſhips veered away, to be out of the reach of their ſhells;

but as they veered, the enemy weighed anchor, dropped with the tide, and ſtill preſerved their diſtance. Upon this, all the ſhips hove ahead, expecting, as they had neared them ſo much, that the enemy's veſſels would be within reach of their cannon; and indeed ſeveral of the ſhot ſtruck them. At half an hour after eleven, the boats of the ſquadron in Baſque Road joined the ſhips off the iſland of Aix; and ebb-tide being almoſt ſpent, Captain Parker reſolved to waft nearer to the enemy. Sir Thomas Stanhope likewiſe ſent the Acteon, Fly, and Blaſt, to their aſſiſtance. Captain Parker ordered the two latter to keep under ſail, and the Acteon to range along the prames, and give them her broadſide as ſhe paſſed them, in order to amuſe, and draw the enemy's attention from the boats then employed in carrying out warps, and from throwing ſhells at the line of battle ſhips, many of which fell very near, but without touching them.

At half paſt twelve, the Acteon ran aground on the tail of the Pall-bank. The boats were immediately diſpatched with ſtream-anchors and hawſers to her aſſiſtance, and about two o'clock ſhe floated. This unlucky accident prevented any of the ſhips from warping, except the Naſſau, which was directed to cover the Acteon; which ſhip having laid out warps, ſhe, by this means, got conſiderably nearer the enemy, and compelled five of the prames (the tide of flood then making) to retreat to their former moorings, and the other to get under the cannon on the ſouth point of the iſland of Oleron. During the bombardment, Captain Chaplen threw from the Furnace-bomb thirty-two ſhells, which were extremely well directed. On the 22d, one of the prames dropped with the flood above the men of war in the river Charante. Captain Ourry's behaviour was extremely ſpirited, and merited great applauſe. The Acteon had four men killed and one wounded, and her rigging much damaged. The main braces, and one of the fore-puttock-ſhrowds of the Buckingham, were ſhot away. One of the enemy's ſhells fell under the Naſſau's counter, lifted the ſhip a little, drove in two trunnels, and ſhook her whole frame. Several ſhells alſo fell very near the Monmouth, and Buckingham. A ſhot from one of the prames fell on board the Acteon; it weighed upwards of thirty-eight pounds: by this means, the weight of metal thoſe extraordinary veſſels carry, was aſcertained.

As ſoon as the works on the iſland of Aix were deſtroyed, Captain Parker's ſquadron rejoined that under Sir Thomas Stanhope in Baſque road, whoſe fleet being alternately relieved by ſhips from England, continued on this ſtation during the remainder of the year. In the month of December, the enemy made another attempt upon the ſhips in Baſque road, and put it in execution from a quarter the leaſt expected, viz. from the N. W. end of the iſland of Oleron. They chained three veſſels, of about fifty tons each, at head and ſtern together, at the diſtance of a third of the cable aſunder, and as theſe would take in a large ſweep, they towed them into the wake of the Britiſh men of war. Nothing could be more favourable for ſuch an attempt; the night was dark, the tides at their height, and the wind fair as could be deſired. As our people expected that any attempt that might be made on them would come from the river Charante, they were not prepared for an attack from Oleron. The enemy, either through fear, or accident, ſet fire to their veſſels too ſoon, which preſently after blowing up, their exploſion firſt gave the alarm; they were then about two miles from the Britiſh ſquadron, and directly in the ſtream of the Princeſs Amelia: but the violence of the exploſion having broke the chains, the fire ſhips ſeparated, and the danger was at an end. Next morning, Sir Thomas Stanhope ſent the boats of the ſquadron, who boarded ſome of the fire-veſſels, extinguiſhed the flames, and towed their remains into the fleet. The Trident's people picked up a man of war's boat that had attended onthis enterprize, with L'Orient on her ſtern. The enemy made no farther attempts to remove the ſhips in Baſque road; and Lord Howe ſoon after relieved Sir Thomas Stanhope in this command.

In order to prevent the enemy from ſending any force from Breſt, to diſturb the operations going on againſt Belleiſle, a ſtrong ſquadron of ſhips was kept cruizing off that port, under the command of Captain Buckle. (See Note 182.)

On the 9th of March, the Rippon fell in with the Achille a French ſhip of ſixty-four guns, and a frigate, to which ſhe gave chaſe; and getting cloſe to them about ſix in the evening, the frigate came near him, and hoiſted Britiſh colours. Captain Jekyl having then bore down on her, ſhe ſet all the ſail ſhe could, and made ſignals to her conſort, by firing ſky-rockets, who alſo crowded ſail and made off. Captain Jekyl loſt ſight of them in the night; but next morning he once more perceived them, and gave chaſe to the largeſt, who made a private ſignal; which not being anſwered, the chaſe bore away with all the ſail ſhe could ſet. The Rippon immediately purſued, and at half-paſt nine at night, got cloſe along-ſide of the enemy. A very cloſe action directly took place, which laſted near three hours and a half, the ſhips being ſometimes in danger of falling on board of each other. It blew very hard all the time, and the ſea ran ſo very high, that it was ſeldom the Rippon could open her lower ports: when this was attempted, ſhe ſhipped ſo much ſea, that the people on the lower deck were frequently up to their knees in water. Towards the end of the action, the enemy's fire greatly diminiſhed, when unluckily one of the Rippon's lower-deck guns burſt, which killed eight men, wounded eight more, and made ſo great a concuſſion, that all the lanterns on that deck were extinguiſhed. On which Captain Jekyl gave orders, to fight only the four aftmoſt, on the lower-deck, and to keep the ports of the others ſhut, to exclude the water: during the whole of the action, the enemy carried as much ſail as they could before the wind, both ſhips ſailing at the rate of ten knots an hour. The night was exceſſively dark, with a hard gale of wind, and ſqually weather; ſome of the Rippon's ſhot having carried away the enemy's fore-yard, and fore-top-maſt, the Rippon ſuddenly run ahead of her, but brought to, that the enemy might come up, and not have the advantage of hauling her wind to windward of the Rippon; while ſhe lay in this poſition the Achille paſſed cloſe under her ſtern, and might have raked her to great advantage, but were in ſuch confuſion, that only one ſwivel was fired from the enemy, which unluckily happened to carry away one of the Rippon's main-top-ſail ſheets, the ſtoppers having been taken off, on account of the ſquallineſs o the weather. As ſoon as the Achille had paſſed to leeward, Captain Jekyl endeavoured to wear the Rippon after her, but the jib and ſtayſail halliards, with all the braces of the head-ſails being ſhot away, this was found to be impracticable, till ſome repair was made; at this very time came on a heavy ſhower of rain, and the ſhips ſoon loſt ſight of each other: the Rippon was in a ſhort time put in a ſtate to follow the enemy, and continued the chaſe all night, the people forward often affirming, that they ſaw light; yet when day broke, although the weather had become clear, no veſſel was in ſight. The Captain of the Achille, who was a Knight of Malta, having, after this action, put into the Groyne, publiſhed an account of it, in which he ſays, he beat off an Engliſh ſhip of ſeventy-four guns.

On the 16th of March, the Bedford, Captain Deane, took, after a chaſe of ſixten hours, a French ſhip of war, called the Comette, of thirty-two guns, and two hundred and fifty men.

The Hero and Venus, commanded by Captains Forteſcue and Harriſon, on the 3d of April, took the Bertin, an outward bound French Eaſt India ſhip, mounting twenty-eight guns, (but pierced for ſixty-four) with a crew of three hundred and fifty-three men, ninety-three of whom were ſoldiers. Her cargo, which proved very valuable, conſiſted of ordnance and naval ſtores, merchant goods, and twenty-four thouſand dollars. She was a fine ſhip, was purchaſed by Government, and added to the Royal Navy, and named the Belleiſle.

The Aquilon, Captain Ogle, took the Subtile, a frigate belonging to the French Eaſt India Company, of ſixteen guns, and eighty-four men: ſhe was laden with coffee and pepper.

The Albany ſloop, Captain Brograve, took the Pheaſant, a French ſloop of war of ſixteen guns, and one hundred and twenty-five men. She was purchaſed by Government, and added to the Royal Navy by the ſame name.

The

The Solebay and Amazon, commanded by Captains John Dalrymple and Keith, on the 30th of January, fell in with the Chevert privateer of Dunkirk, and chaſed her from morning until two in the afternoon, when ſhe got under a battery of four guns to the northward of Calais cliff, which kept up an inceſſant fire at our ſhips. About four o'clock, the privateer having run aſhore, ſoon after ſtruck to the Amazon, and was got off. She mounted eighteen guns, and had a crew of one hundred and ſixty men. She was purchaſed by Government, added to the Royal Navy, and named the Pomona.

The Coventry of 28 guns, commanded by Captain Burſlem, being detached by Commodore Keppel to reconnoitre the coaſt of France, drove aſhore a French ſloop of war, called the Leverette of fourteen guns, in a ſmall ſandy bay, near the entrance of Port L'Orient; the Coventry came to an anchor as near as her draught of water would admit of, and kept up ſo warm a fire on the ſloop, that the enemy abandoned her; moſt of them leaping into the water and getting aſhore. Captain Burſlem ſent his boats and boarded the veſſel, and brought her off, very little damaged: he next day joined the ſquadron with his prize, when it was unanimouſly agreed to make a preſent of her to the widow of Lieutenant Crook, who had been loſt in a barge off Quiberon-bay a ſhort time before.

Lieutenant John M'Bride of the Grace armed cutter, being off Dunkirk, obſerving that the two prames, lately at anchor, were gone into the harbour, and that only four flat-bottomed boats, and a dogger privateer, remained in the road, immediately went and joined the Maidſtone, and propoſed to Captain Digges, if he would let him have four boats manned and armed, to cut out the privateer that night. The Captain, knowing Mr M'Bride to be a man of reſolution and conduct, cheerfully granted him his requeſt. The boats ſet out on this expedition about ten o'clock at night; and when they came near the road, they laid all their oars acroſs, except two in each boat, which they muffled with baize, to prevent their being heard at a diſtance. In that manner they proceeded, until they were within muſket-ſhot of the privateer, when they were hailed. To this they made no reply, but rowed briſkly; and in a few minutes boarding her on both ſides at the ſame inſtant, they carried her, and brought her off. The enemy made but a ſlight reſiſtance. The Lieutenant of the privateer was ſhot through the head with a muſket-ball, by Lieutenant M'Bride, while pointing a gun to fire into one of the boats. The enemy had one man killed, (excluſive of the Lieutenant), and five wounded: we had only two men wounded. This exploit was effected within half gun-ſhot of a fort on the eaſt ſide of the harbour, but which had not time to interrupt them; for as ſoon as the priſoners were ſecured, they cut the cable, and ſailed out of the road with the greateſt diſpatch.

The Blonde, Captain Kennedy, being ſtationed on the coaſt of Portugal, took a French ſhip of four hundred tons burden, from Bourdeaux to St Domingo: ſhe mounted twenty-four guns, and had a crew of one hundred and twenty men; her cargo conſiſting of wine, brandy, and ſtores. She engaged the Blonde an hour before ſhe would ſtrike: her fore-maſt was ſhot away; the ſhip conſiderably damaged; and had ſix men killed, and many wounded. The Blonde had only two men wounded. Captain Kennedy protected the trade ſo well, that the Britiſh factory at Liſbon preſented him with a piece of plate, of the value of 200l., in token of the high opinion which they entertained of his good ſervices.

On the 8th of January, his Majeſty's ſhip Unicorn, commanded by Captain Hunt, being on a cruize off the Penmarks, gave chaſe to the Veſtale, a French frigate of thirty-two guns and two hundred and twenty men, commanded by M. Boiſbertelot. Captain Hunt received a gun-ſhot wound the third broadſide, in his right thigh, of which he died an hour after the action. The command then devolved on Lieutenant John Symons, who bravely fought the ſhip from half an hour paſt ten, till half an hour paſt twelve, when the enemy ſtruck, having many men killed and wounded; among the latter was M. Boiſbertelot, who loſt his leg, and died of his wounds next day. The Unicorn had five men killed, and ten wounded, ſix of them dangerouſly. Lieutenant Symons, for his bravery, was made a Maſter and Commander. The Veſtale was purchaſed into the ſervice, and called the Flora. The day after the action, Captain Symons ſaw a ſail to windward, which appeared to him to be a French ſhip of war: ſhe bore down upon him for about half an hour, then hauled her wind, and ſtood in for the land.

On the 10th, he perceived two ſhips engaged, which proved to be his Majeſty's ſhip the Seahorſe, and the L'Aigrette frigate, being the ſame he ſaw on the 9th, the latter of which made all the ſail ſhe could from the other, upon the Unicorn's coming within two gun-ſhot of them; and, her rigging having ſuſtained no material damage, ſhe eſcaped. Captain Symons continued in chaſe of her till evening; but finding ſhe greatly out-ſailed the Unicorn, who had got a mizen top-maſt up, in place of a fore-top-maſt, to eaſe the fore-maſt, and a main top-gallant maſt for a mizen top-maſt, and her ſails and rigging much damaged in the action with the Veſtale, he deſiſted from the purſuit.

The Seahorſe, commanded by Captain James Smith, having been appointed to carry out the aſtronomers to Bencoolen, in the Eaſt Indies, to obſerve the tranſit of Venus over the Sun; on the 10th of January, being about thirty-four leagues S. W. of the Start, about eight in the morning, perceived a large frigate bearing down upon him. Captain Smith continued his courſe, and prepared to engage. At a quarter before eleven, the enemy came within piſtol-ſhot, when an action began, which laſted an hour and a quarter with great warmth; during which, the ſhips were board and board three different times, which occaſioned great ſlaughter on both ſides. The enemy, upon ſeeing the Unicorn making for them, made off, notwithſtanding Captain Smith did all in his power to prevent it. The Seahorſe had eleven men killed, and thirty-eight wounded. The frigate that engaged the Seahorſe, was the L'Aigrette, of thirty-four guns, who, with the Veſtale, two ſhips of ſixty-four guns, and the Calypſo of ſixteen guns, had eſcaped from the river Villaine on the 2d of January. Captain Smith gained great reputation by his ſpirited conduct on this occaſion, his ſhip mounting only twenty guns, and having no more than a hundred and ſixty men. Being obliged to return to England to have her refitted, he was there promoted to the command of the Guernſey of fifty guns. Captain Charles Cathcart Grant ſucceeded him in the Seahorſe, and proceeded to the Eaſt Indies with the aſtronomers.

The Venus of thirty-ſix, and the Juno of thirty-two guns, commanded by Captains Harriſon and Philips, being on a cruize to the weſtward of Scilly, the former took a privateer of St Malo, carrying ſix guns, ſix ſwivels, and thirty-nine men.

On the 30th of January, they fell in with the Brune, a French frigate, of thirty-ſix guns, and three hundred and ſixteen men. After a chaſe of ſome hours, the Venus overtook her. An action then commenced, which laſted upwards of two hours; when the Juno coming up, and firing a few guns, the Brune ſtruck. The Venus had four men killed, and eighteen wounded; among the latter was Captain Harriſon, his firſt Lieutenant, and Maſter. The Juno had only two men wounded. The Brune had nineteen men killed, and thirty-nine wounded. She was purchaſed by Government, and added to the Royal Navy by the ſame name.

The Richmond of thirty-two guns, commanded by Captain Elphinſtone, being on a cruize on the coaſt of Flanders, received intelligence, on the 23d of January, of a French frigate, that had the day before taken an Engliſh veſſel, and ranſomed her. He immediately went in queſt of the enemy's ſhip, and fortunately falling in with her about ſeven o'clock the ſame night, he crowded ſail to come up with her: ſhe at firſt bore down upon the Richmond, but ſhe ſuddenly hauled her wind, and endeavoured to get away. Captain Elphinſtone purſued, and came up with her about half paſt ten o'clock the next morning; when they began to engage, ſtanding towards the land. At half paſt twelve, both ſhips ran aſhore, along-ſide of each other, ſtill continuing the engagement, but for a ſhort time only, as the enemy fled from their quarters. The Richmond ſoon afterwards got afloat; but being drove by the tide a little to leeward, the enemy quitted their ſhip, and eſcaped on ſhore. The French frigate was called the Felicité, of thirty-two guns, and bound to Martinico with a cargo valued at 30,000l. Sterling. She had near one hundred men killed and wounded in the action; among the former was M. Donnel, her Captain. The Richmond had only three men killed, and thirteen wounded.

This brave action was fought near S'Graveſande, about eight miles from the Hague. The young Prince of Orange, General Yorke, Count D'Affry the French Ambaſſador, and many other perſons of diſtinction, were ſpectators of the combat; in which, the ſeamanſhip and courage of the Britiſh appeared moſt conſpicuous, and added greatly to the reputation of our arms.

Next day, Captain Elphinſtone boarded the Felicité, and luckily found the diſpatches deſtined for the Weſt Indies, which in their hurry they had forgot to throw over-board. They had likewiſe left four of their dead, and one drunken man on board, which laſt he brought off, and ſet the ſhip on fire.

The Minerva of thirty-two guns, and two hundred and twenty men, commanded by Captain Alexander Hood, at daylight on the 23d of January, in latitude 45. 22. N. Cape Pinas bearing S. by E. diſtant thirty leagues, got ſight of a large ſail, to which he immediately gave chaſe, and ſoon diſcovered her to be a ſhip of two decks. The wind being freſh eaſterly, and a great ſea, at twenty minutes paſt ten o'clock Captain Hood got along-ſide of her, and began a cloſe engagement. At eleven, the main and fore-top-maſt of the enemy's ſhip being ſhot away, ſhe preſently after fell on board the Minerva on the ſtarboard bow, and then dropped along-ſide; but the ſea ſoon parted both ſhips, when the enemy fell aſtern. About a quarter after eleven, the Minerva loſt her bowſprit, and, a little afterwards, her fore-maſt. From theſe unfortunate accidents, Captain Hood deſpaired of being able to attack the enemy again. He ordered the wreck to be cut away as ſoon as poſſible, and the ſhip was cleared of it by one o'clock, but with the loſs of one man, and the ſheet-anchor. He then wore the ſhip, and ſtood for the enemy, who was then about three leagues to leeward. At four o'clock, he got cloſe up with her, and renewed the attack.—About a quarter before five, ſhe ſtruck; and proved to be the

Warwick of thirty-four guns, but pierced for ſixty, the ſame as when ſhe belonged to his late Majeſty. She was commanded by M. la Verger de Belair, who had the King's commiſſion to rank as Captain of a fire-ſhip; having on board two hundred and ninety-five men, ſeventy-four of whom were a detachment of King's troops, with two officers, and four paſſengers; the latter deſtined for Pondicherry. She was bound for the iſles of France and Bourbon, and was loaded with proviſions, ammunition, and ſtores. She had fourteen men killed, and thirty-two wounded. The Minerva had fourteen men killed, and thirty-four wounded. At nine o'clock, the Minerva's main-maſt went away; and at eleven, the mizen-maſt followed.

On the 13th of March, the Vengeance of twenty-ſix guns, (nine and four-pounders) and two hundred men, commanded by Captain Nightingale, gave chaſe to a large ſail; and about five o'clock in the afternoon, he got along-ſide of the enemy, and began a very cloſe engagement, which continued for three quarters of an hour; during which time, the Vengeance was five times on fire. When ſo much ſhattered in her ſails and rigging, that the ſhip was not under command, the enemy ran their bowſprit over the tafferel, for boarding; but were timely prevented from putting that ſcheme in execution. The Vengeance ſheered off to repair her ſails and rigging. As ſoon as the ſhip was put in proper condition, Captain Nightingale again got cloſe to the enemy, and renewed the engagement, which continued an hour longer, when the enemy ſheered off, and bore away. The Vengeance being a ſecond time diſabled in her maſts and rigging, was ſome time in wearing; but having at length effected it, ſhe got once more along-ſide of the enemy, within piſtol-ſhot, and engaged another hour and a half, when they called for quarter. She proved to be the Entreprenant of forty-four guns, but had then only twenty-ſix twelve and nine-pounders mounted, with a crew of two hundred and three men: ſhe was equipped for war, and merchandize, and loaded with various kinds of goods for St Domingo. The enemy had five men killed, and twenty-four wounded.

The Vengeance had ſix men killed, and twenty-ſeven wounded, moſt of them dangerouſly.

On the 13th of Auguſt, his Majeſty's ſhip Bellona, of ſeventy-four guns, and ſix hundred men, commanded by Captain Robert Faulknor, and the Brilliant of thirty-ſix guns, and two hundred and forty men, commanded by Captain Loggie, fell in with the Courageux of ſeventy-four guns and ſeven hundred men, and the Malicieuſe, and Hermione frigates, of thirty-two guns each, off Vigo. When they were firſt diſcovered, it was evening; but perceiving them to be ſhips of war, chaſe was given. The enemy crowded every ſail they could ſet, to get away. It being clear moon-light, the parties had a view of each other all the night. In the morning, the French were about five miles ahead. The Bellona, although an excellent going ſhip, had gained little more than two miles, in a chaſe of fourteen hours. The French Commodore had it ſtill in his power to make his eſcape; but his movements ſoon diſcovered a contrary reſolution. He hoiſted a red enſign in the mizen ſhrouds, (which was a ſignal for the two frigates to cloſe and engage the Brilliant) hauled down his ſtudding-ſails, wore round, and ſtood for the Bellona.

To reconcile this ſeemingly inconſiſtent conduct of the French, it will be neceſſary to take notice, that when they firſt diſcovered our ſhips in the haze of the horizon, they believed them to be both line of battle ſhips; all objects ſeen in that ſituation, appearing much larger than they really are. In the morning, they found the Brilliant to be a frigate, and ſuppoſed the Bellona to be a fifty-gun ſhip; which is not to be wondered at, as ſhe had been frequently taken for a frigate.

The engagement began with the Brilliant and the frigates, one of which, after exchanging a few broadſides, ſhot ahead. When Captain Loggie perceived he ſhould have both frigates to deal with at once, he obſerved to his officers, that, in his preſent circumſtances, the beſt he could do was, if poſſible, to find ſufficient employment for both veſſels, that they might not be able to annoy the Bellona; and, at the ſame time, carefully to avoid being taken himſelf. With what admirable judgment and preſence of mind he formed his plan, and with what a ſteady conduct and reſolution he executed every part of his duty, at this critical moment, will ſufficiently appear from what follows. During the time the Bellona and Courageux were engaged, and for an hour afterwards, he withſtood the united attacks of both frigates, and at laſt obliged them to ſheer off, greatly damaged in their hulls and rigging. The Brilliant ſuffered much leſs than could have been expected. She had five men killed, and ſixteen wounded; among the former, was the Maſter.

The Courageux and Bellona approached each other faſt, having a fine working breeze, and the ſea quite ſmooth; ſo that the men could ſtand and work their guns as at a battery. There being no room for accidental ſhots between wind and water, or loſs of maſts or yards by ſhift of weather, it is plain that the victory could only be decided by ſuperior reſolution and ſkill; and indeed, if we compare the two veſſels, a more equal match could not have been picked out from the navies of the two nations. When the Bellona was within muſket-ſhot, the enemy poured a broadſide into her; and had given half another, before Captain Faulknor returned the fire. The firſt broadſide from the Bellona, ſtruck the water; but almoſt every ſhot roſe from thence, and took place. The French keeping up a very briſk fire, in a moment the Bellona's ſhrowds, braces, bowlings, and all her rigging, were cut to pieces; her mizen-maſt next went, and fell over the ſtern, with all the men in the tops; but they fortunately were ſaved by getting in at the gun-room ports. All this happened in nine minutes from the time the action began.

Captain Faulknor, on finding his ſhip ſo much diſabled, feared the enemy might make their eſcape: he therefore gave orders for boarding. The poſition of the two ſhips ſoon rendered that impracticable; the Courageux was now in danger of running athwart the Bellona's fore-foot; and, leſt ſhe might take the advantage of that ſituation to rake her fore and aft, by the preſence of mind, and united efforts of Captain Faulknor and the Maſter, (the only two officers on the quarter-deck), the Bellona was made to wear round, by means of her ſtudding-ſails, (as all the other rigging was ſhot away), and fell on the oppoſite quarter of the Courageux, which proved to be her ſtarboard ſide. This was the deciſive moment. The officers and ſeamen, with a promptitude and regularity which men thoroughly diſciplined are alone capable of, flew each to their reſpective oppoſite guns, and carried on, from the larboard ſide, a more terrible fire than before. In about twenty minutes, the enemy hauled down their colours, and orders were giving to ceaſe firing. When the officers had come upon the quarter-deck, to congratulate each other on the victory, an unexpected round of ſhot came from the lower tier of the Courageux. It is impoſſible to deſcribe the rage that animated the Bellona's crew on this occaſion; without waiting for orders, they flew to their guns, and in an inſtant poured two broadſides into the enemy, who now called for quarter. The firing at laſt ceaſed on both ſides.

The action laſted from twenty-five minutes paſt ſix, till four minutes paſt ſeven o'clock. At half an hour after ſeven, the two frigates bore away, and the Britiſh ſhips were ſo much diſabled, they could not purſue them. The Bellona had ſix men killed, and twenty-five wounded, none of them dangerouſly. The Courageux had two hundred men killed, and one hundred and ten wounded; and the ſhip greatly damaged. She was commanded by M. Dugue Lambert, who was wounded in the neck, of which he died on the 25th at Liſbon. His funeral was attended by the Britiſh, along with the French officers.

The Courageux turned out a valuable prize, having on board ranſomers for five veſſels which ſhe had taken, amounting to 8500l. She was purchaſed by government, and added to the Royal Navy, by the ſame name.

The wind proving ſtrong northerly for ſome days after the action, and as both ſhips were much diſabled, Captain Faulknore bore away for Liſbon, where he diſcharged the priſoners, and ſet the wounded men on ſhore. The crew of the Courageux applied to the French reſident for relief; but he could give them none. Upon which the gentlemen of the Britiſh factory there, raiſed a ſubſcription for them, to which the officers of the Bellona and Brilliant were very liberal; ſo that they gained as much honour by their humanity and benevolence to their vanquiſhed enemies, as they had acquired glory in ſubduing them. The ſubſcription amounted to two hundred and thirty pounds. And had it not been for this timely relief, thoſe poor unfortunate people muſt have periſhed for want; there being no proviſion made by the French Government, for the relief of ſuch of their ſubjects as may chance to be carried in there, or to any other port, ſick, wounded, or priſoners; whereas, Britiſh ſeamen are every where provided for, and the expence defrayed by Parliament.

The Courageux, on her way to Liſbon, by ſome accident took fire. On the alarm being given, twenty-four French priſoners were ſo terrified, that they threw themſelves overboard, where they periſhed. The fire, by the activity of Lieutenant Male, was ſoon extinguiſhed. Captain Faulknor's recommendations procured promotion for Mr Male, who was made Maſter and Commander.

The Hornet ſloop of war, Captain George Johnſtone, was ſtationed to protect the Britiſh trade on the coaſt of Portugal, which had been much annoyed by French privateers; but theſe corſairs having received advice of the Hornet's arrival, together with an exact deſcription of the veſſel, carefully avoided her; but one of them was at laſt decoyed, by a ſtratagem of Captain Johnſtone's, to come to action with his ſhip, which ended in her being taken by the Hornet. Several of theſe privateers had been chaſed by the Hornet, but always made off before they could be brought to action, on which Captain Johnſtone reſolved to diſguiſe his ſhip, and while at ſea, took out the mizen-maſt; ſoon after he was chaſed by a privateer, who perceiving the veſſel he chaſed to have only two maſts, concluded, that ſhe was not a war ſhip; and was preſently alongſide of the Hornet, when an action commenced, but was ſpeedily forced to ſtrike. Captain Johnſtone carried the prize to Liſbon, where ſoon after, learning of the Court of Spain having

ing declared war againſt Great Britain, he diſpatched her to the Weſt Indies, to Rear-Admiral Rodney, with advice of it, where ſhe arrived ſix weeks before intelligence of the Spaniſh war reached him from England.

The King George privateer of Briſtol, Captain Reed, of twenty-four guns, and one hundred and eighty men, took, after an engagement of five hours, the Beaumont of ſix hundred tons, amounting twenty-two guns, with two hundred and forty men, from the Eaſt Indies, having a cargo valued at 70,000l. ſterling. The enemy had ſixty men killed and wounded. The King George had ſeven men killed, and eighteen wounded.

The attention which the Navy Officers of Great Britain paid to the commerce of their country, was truly meritorious: the truth of this cannot be better evinced, than by the following letter to the Secretary of the Admiralty, from Captain Timothy Edwards.

"SIR,

"You will be pleaſed to acquaint their Lordſhips, that when "I commanded the Valeur, in January and February laſt, under the orders of Sir Charles Saunders, being then at Algiers, I received information, that an Algerine cruizer had "plundered an Engliſh veſſel near Cape Finiſterre, bound to "the coaſt of Guinea, which I believe might happen near the "end of January or February; upon which I went, attended "by the Conſul, to demand ſatisfaction of the Dey, for ſuch an "act of piracy, and affront done his Majeſty's flag; when he "had the crew ſeverally ſearched, and after a ſevere reprimand "to the ſoldiery that were the principals, he found and reſtored five hundred German crowns, two pieces of Engliſh ſilver, ſome wearing apparel of little worth, and a few arms. "I ſhould be glad to know how the money is to be diſpoſed "of, that will be lodged next week with Meſſrs. Martin, Stone, "and Blackwells, bankers in Lombard Street. I am," &c.

## A LIST of the PRINCIPAL FRENCH PRIVATEERS taken this YEAR, and by whom, &c.

| Names of the Privateers. | Number of | | Belonged to | Number of | | By whom taken. | Number of | | Captain's Name | Number of | | How diſpoſed of. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Guns | Men | | Kill. | Wo. | | Guns | Men | | Kill. | Wo. | |
| L'Anemoine | 14 | 130 | Bourdeaux | 0 | 0 | Mars and | 74 | 600 | Ja. Young | 0 | 0 | Sold |
| Le Sardoine - | 14 | 130 | Ditto - | 0 | 0 | Orford | 66 | 520 | Rich. Spry | 0 | 0 | Purchaſed by Government |
| Duc de Beringhen | 8 | 60 | Dieppe - | 0 | 0 | Biddeford | 20 | 120 | T. Howe | 0 | 0 | Sold, had 5 ranſ. on board |
| Sainte Tereſe | 10 | 75 | Ditto - | 0 | 0 | Aquilon | 28 | 200 | Chaloner Ogle | 0 | 0 | Ditto |
| Zephyr - - | 12 | 67 | Bayonne - | 0 | 0 | | | | | | | Ditto |
| Comte de Gramont | 20 | 117 | Ditto - | 0 | 0 | | | | | | | Purchaſed by Government |
| Aurora | 10 | 75 | Rochelle - | 0 | 0 | | | | | | | Sold |
| L'Auguſte | 12 | 67 | Ditto - | 0 | 0 | Vengeance | 28 | 200 | G. Nightingale | 0 | 0 | Ditto |
| Ducheſſe de Gramont | 12 | 87 | St Malo - | 0 | 0 | Juno | 32 | 220 | J. T. Philips | 0 | 0 | Formerly his Majeſt. ſloop the Hawke, purch. by Govern. |
| Sultan | 10 | 75 | Bayonne - | 0 | 0 | Swallow ſloop | 14 | 100 | Lieut. Brice | 0 | 0 | Sold |
| Aimable Gabrielle | 14 | 108 | St Jean de Luz | 0 | 0 | Eſcorte ſloop | 14 | 100 | Chas. Ellys | 0 | 0 | Ditto |
| Duc de Mazarine | 12 | 106 | Dunkirk - | 0 | 0 | Niger | 32 | 220 | J. Bentinck | 0 | 0 | Ditto |
| Hardi | 10 | 125 | Bayonne - | 0 | 0 | Tweed | 28 | 200 | W Paſton | 0 | 0 | Ditto |
| Duc de Biron | 20 | 109 | Dunkirk - | 0 | 0 | Argo | 28 | 200 | Rd. King | 0 | 0 | Ditto, had 7 ranſ. on board |
| Admiral | 12 | 65 | Ditto - | 0 | 0 | Milford | 28 | 200 | R. Man | 0 | 0 | Ditto |
| Eſcurial | 14 | 122 | Bayonne - | 0 | 0 | Minerva | 32 | 220 | A. Hood | 0 | 0 | Ditto |
| Quimper | 8 | 65 | Ditto - | 0 | 0 | Arethuſa | 32 | 220 | Hon. R. Vane | 0 | 0 | Ditto |
| ——— | 8 | 37 | Ditto - | 0 | 0 | Liverpool | 28 | 200 | Rd. Knight | 0 | 0 | Ditto |
| Boſcawen | 10 | 80 | St Malo - | 0 | 0 | Scorpion ſloop | 14 | 100 | T. Hallum | 0 | 0 | Ditto |
| Revenge | 6 | 62 | Dieppe - | 2 | 5 | Hunter cutter | 8 | 40 | Lieut. Jarvis | 0 | 1 | Do. a gallant action, the priv. making a ſtout reſiſtance |
| Chevert | 18 | 160 | Dunkirk - | 0 | 0 | Solebay and<br>Amazon | 28<br>26 | 200<br>200 | J. Dalrymple<br>B. Keith | 0<br>0 | 0<br>0 | Purchaſed by Government, and called the Pomona |
| Loup | 12 | 70 | Ditto - | 0 | 0 | Badger ſloop | 14 | 100 | — Scott | 0 | 0 | Sold, and had 5 ranſ. on board |
| Colibry | 16 | 110 | Ditto - | 0 | 0 | Danae | 40 | 250 | H. Martin | 0 | 0 | Ditto, had 3 ranſ. on board |
| Amarante | 18 | 137 | St Malo - | 0 | 0 | Mars | 74 | 600 | Ja. Young | 0 | 0 | Ditto, had 1 ranſ. on board |
| Henry | 12 | 65 | Bayonne - | 0 | 0 | Dorſetſhire | 70 | 540 | J. Campbell | 0 | 0 | Ditto |

This year, like the former, the enemy had very few trading ſhips of their own nation at ſea. The captures made from them amounted only to one hundred and ſeventy-ſeven, including privateers. To theſe we muſt add, of Royal ſhips, no leſs than ſix of the line, and eight frigates.

The loſs which the Britiſh ſuſtained, appears enormous, the enemy having taken eight hundred and fourteen veſſels. Few of them, it is true, were of any conſiderable value, except the Ajax Eaſt India ſhip, Captain Lindſay, who was killed in the action with the Prothée of ſixty-four guns. She was homeward bound from Bengal, and valued at 200,000l.

The only Royal veſſel taken by the enemy this year, was, the Speedwell cutter. She was captured by the L'Achilles in the harbour of Vigo, in Spain; as appeared very plainly to the Court-martial, who tried her Commander, Lieutenant James Allen, on his return to England.

Beſides the loſs which the Navy ſuſtained in the Eaſt Indies, on the 1ſt of January, the Biddeford, of twenty guns, commanded by Captain Thomas Gordon, was, on the 30th of December, through the ignorance of the pilot, run on the Hazeborough ſand and wrecked. Captain Gordon, and one half of the crew were drowned.

The Pheaſant ſloop, Captain Nelſon, foundered in the Channel, and all the crew periſhed.

By the death of that excellent officer, the Right Honourable Edward Boſcawen, Admiral of the Blue, General of the Marine Forces, one of the Lords Commiſſioners of the Admiralty, and one of His Majeſty's moſt honourable Privy Council, at his ſeat at Hatchland, in the county of Surry, on the 10th of January this year, and by the removal of Mr Elliot to the Treaſury Board, two ſeats at the Board of Admiralty became vacant; which were filled up by George Buſſy Viſcount Villiers, and Thomas Pelham, Eſq.

Vice-Admiral Pocock was, at the end of this year, promoted to the rank of Admiral of the Blue; and, with Vice-Admiral Saunders, was honoured with the Order of the Bath.

To the Naval and Military tranſactions of this year, we will add an account of the voyage of our truly illuſtrious Queen, from Stade to England.

His Majeſty, on the 8th of July, having ſummoned a Privy Council, made known to them his moſt gracious intentions, of demanding in marriage the Princeſs Charlotte of Mecklenburgh-Strelitz, a princeſs diſtinguiſhed by every eminent virtue, and amiable endowment. The Privy Council requeſted, that his Majeſty would be pleaſed to make his moſt gracious declaration to them public; which was done accordingly. This news was received with univerſal joy by all ranks of people.

The Earl Harcourt ſet out in quality of Ambaſſador to Strelitz, to demand the Princeſs in marriage for his Majeſty; which being agreed to, a ſquadron of men of war, commanded by Lord Anſon, was ordered to eſcort her Majeſty to England.

The Royal Caroline yacht was newly ornamented; her name was changed to the Royal Charlotte, in honour of the Britiſh Queen; and the command conferred on Captain Peter Denis.

On the 6th of Auguſt, the yachts rendezvouſed at Harwich: where Lord Anſon having arrived on the 7th, he hoiſted his flag on board the Royal Charlotte; and in the evening made the ſignal for ſailing.

The 8th, the yachts joined the men of war, when the following order in ſailing was obſerved.

Van.
Hazard, 14 guns, Honourable Captain St John.
Lynx, 14 guns, Honourable Captain Keith Sewart. Tartar, 28 guns, Captain J. Knight.
Royal Charlotte yacht, { Lord Anſon, Admiral of the fleet.
Captain Peter Denis.
Wincheſter, 50 guns, Captain J. Hale. Nottingham, 60 guns, Captain S. Marſhall.
The other Yachts.
Minerva, 32 guns, Captain Alexander Hood.
Larboard. Rear. Starboard

9th. The weather was ſtormy from one in the morning, blowing directly on Yarmouth ſands: towards noon it became moderate, and the fleet ſtood more out. The Admiral threw out the Wincheſter's ſignal to chaſe to the N. E., when ſhe met with the Baltic fleet, and returned to her ſtation.

13th, Made Heligolandt.

14th, The Nottingham, Wincheſter, Minerva, and Tartar, anchored at the Red Buoy, about ſeven leagues from Cuxhaven; and the remainder of the fleet proceeded to the Elbe.

15th, The yachts came up to Stade, when Lord Anſon, the Dutcheſſes of Ancaſter and Hamilton, with their attendants, ſet out to meet the Queen.

22d, The Queen arrived at Stade, and reſted there the 23d.

24th, Being a very fine day, the Queen ſet out from Stade, at half an hour after nine, under a triple diſcharge of the cannon from the ramparts; and at half an hour after ten, was ſaluted by the fort in the creek. At eleven o'clock, ſhe was met by the Admiralty barge, with the royal ſtandard of England flying in the bow, preceded by Lord Anſon's barge, with the union flag in the bow. The Royal Charlotte yacht was dreſſed in the different colours of all nations, to receive her Majeſty. The moment ſhe came on board, they were all ſtruck in an inſtant, and the royal ſtandard hoiſted at the main-top-gallant-maſt head, the Admiralty flag at the fore top-gallant-maſt head, and the union flag at the mizen top-gallant-maſt head. Lord Anſon now hoiſted his flag on board the Lynx, and gave the ſignal; on which the other ſhips gave a royal ſalute.

25th, The yachts and ſmall ſhips of war ſailed about nine in the morning; came down to Gluckſtad, a Daniſh fort, which did not ſalute. They kept on, and came to an anchor at nine at night.

26th, At four in the morning, weighed anchor and ſailed; were ſaluted by Ritzbuttle and Cuxhaven forts, at eight o'clock, which was returned. Here the Queen's brother went aſhore, and the fleet were puſhing out to the Red Buoy; but the wind coming directly ahead, the Admiral returned to Cuxhaven road, and came to an anchor: ſoon after this, they had ſome very heavy ſqualls.

27th, Continued at anchor; ſtrong gales at W.

28th, At five in the morning, ſailed; and at eleven joined the large ſhips: they ſaluted the royal yacht. Lord Anſon now hoiſted his flag on board the Nottingham.

29th, Blew a ſtorm all night, and the greateſt part of the day. Few of the ſhips but received ſome damage. The Royal Charlotte yacht outſailed the whole fleet. It grew calmer towards night.

30th, Fine weather, light gales. The fleet kept on as good a courſe as the wind would permit, this and the two following days.

September 2d, Blew very hard all the morning; in the evening, at eight o'clock, ſaw Flamborough-head, and ſtood out again to ſea, an E. S. E. courſe.

3d, Fine weather in the morning; ſqually towards evening.

5th, Stood in for the land again; and in the afternoon, parted company with the large ſhips.

6th, About noon, the Queen arrived at Harwich. Her Majeſty was remarkably well the whole voyage. She ſet out on her journey for London that evening. Slept the firſt night at the Earl of Abercorn's at Witham; and next evening, arrived at St James's, and was eſpouſed to his Majeſty.

## 1762.

Although the preſent ſet of Miniſters had differed in opinion from Mr Pitt, as to an immediate war with Spain; yet, to do them juſtice, they were by no means inattentive to the naval and military operations, and proſecuted the war with vigour. The public expected much information from his Majeſty's ſpeech, at the meeting of the new Parliament, and that the ſenſe of the nation would ſoon become known. As his Majeſty was anxious to learn their real ſentiments, the Miniſtry did not exert their influence in the uſual manner at elections, but, in general, left the people to make a free choice of their repreſentatives. The Parliament met on the 3d of November 1761; and the Lord Chancellor ſignified his Majeſty's pleaſure to the Commons, that they ſhould return to their own Houſe and chooſe a Speaker, whom they were deſired to preſent to his Majeſty on the 6th. The choice fell on with Sir John Cuſt, Baronet, who, on the 6th, was preſented to the King in the uſual manner; and being approved of, his Majeſty addreſſed both Houſes, and informed them, "That at the opening of the firſt Parliament ſummoned and elected under his authority, he, with pleaſure, took notice of an event which made him completely happy, and given univerſal joy to his loving ſubjects,—his marriage with a Princeſs eminently diſtinguiſhed by every virtue and amiable endowment; and which, while it afforded him all poſſible domeſtic comfort, could not fail of highly contributing to the happineſs of his kingdoms, which had been, and which always ſhould be his firſt object in every action of his life.

"It had been his earneſt wiſh, he ſaid, that this firſt period of his reign might be marked with another felicity, the reſtoring the bleſſings of peace to his kingdom, and putting an end to the calamities of war, under which ſo great a part of Europe ſuffered. But though overtures had been made to him, and to his good brother and ally the King of Pruſſia, by the Belligerent Powers, in order to a general pacification, for which purpoſe a congreſs was appointed; and propoſitions had been made by him to France, for a particular peace with that Crown, which were followed by an actual negociation: yet, that congreſs had not hitherto taken place; and the negociation with France was entirely broken off."

Having mentioned the ſucceſſes which had attended his arms laſt year, and the great magnanimity of the King of Pruſſia, he continued: "In this ſituation, he was glad to have an opportunity of receiving the trueſt information of the ſenſe of his people, by a new choice of their repreſentatives. He was fully perſuaded, they would agree with him in opinion, that the ſteady exertion of our moſt vigorous efforts, in every part where the enemy may ſtill be attacked with advantage, is the only means that can be productive of ſuch a peace as may with reaſon be expected from our ſucceſſes. It was, therefore, his fixed reſolution, with their concurrence and ſupport, to carry on the war in the moſt effectual manner, for the intereſt and advantage of his kingdoms; and to maintain, to the utmoſt of his power, the good faith and honour of his Crown, by adhering firmly to the engagements entered into with his allies. In this, he would perſevere, until his enemies, moved by their own loſſes and diſtreſſes, and touched with the miſeries of ſo many nations, ſhall yield to the equitable conditions of an honourable peace; in which caſe, as well as in the proſecution of the war, he aſſured them, no conſideration whatever ſhould make him depart from the true intereſts of theſe his kingdoms, and the honour and dignity of his Crown." Both Houſes returned addreſſes replete with loyalty and kindneſs.

All that the public learned from the throne was, that the negociation for peace with France was at an end; and that the war was to be proſecuted with the utmoſt vigour. With regard to the affairs with Spain, the public remained in ſuſpenſe till the 26th of December, when the gazette announced a rupture with that kingdom; the Earl of Briſtol having been refuſed any ſatisfaction to the categorical anſwer he was deſired to aſk, relative to certain engagements, offenſive to Great Britain, ſuppoſed to have been contracted between the Courts of Madrid and Verſailles. On the 4th of January, war was declared againſt Spain in London, and letters of repriſal iſſued. And, on the 18th of the ſame month, war was declared againſt Great Britain at Madrid. (See Note 183.)

The Parliament met on the 19th of January, after the receſs for the Chriſtmas holidays. The ſame day the King went to the Houſe of Peers; and, in a ſpeech to both Houſes, informed them, "That ſince their receſs, it was with concern he had been indiſpenſably obliged to declare war againſt Spain; and that the cauſes which gave riſe to this meaſure, were ſet forth in his public declaration on the occaſion. His conduct, he ſaid, to the King of Spain, ever ſince his acceſſion to the throne, had been ſo friendly, that it was matter of the greateſt ſurprize to him, to find, that engagements had, in this conjuncture, been entered into between that Crown and France, and a treaty made to unite all the branches of the Houſe of Bourbon, in a moſt ambitious and dangerous deſign againſt the commerce and independence of the reſt of Europe, and particularly of his kingdoms. That whatever colours may be endeavoured to be put upon theſe injurious proceedings of the Court of Madrid, he had nothing to reproach himſelf with; and though he had left nothing untried, that could have prevented this rupture, he thought it neceſſary to prepare againſt every event. He therefore relied on the divine bleſſing, on the juſtneſs of his cauſe, on the zealous and powerful aſſiſtance of his faithful ſubjects, and on the concurrence of his allies, who muſt find themſelves involved in the pernicious and extenſive projects of his enemies;" and concluded, by ſaying, "I leave theſe conſiderations with you, full of the juſteſt confidence, that the honour of my Crown, and the intereſts of my kingdoms, are ſafe in your hands." To this ſpeech, both Houſes returned moſt affectionate addreſſes, approving of his Majeſty's conduct, aſſuring him of their ſupport, and that they would ſtand by him with their lives and fortunes. The conduct of Mr Pitt, on this occaſion, did him the greateſt honour. The defence he made, was as maſterly a piece of eloquence as ever was delivered in the Houſe: it carried conviction along with it, and glowed with the genuine flame of patriotiſm. And it ſurely was no ſmall compliment paid to his abilities and penetration, that the preſent Adminiſtration had found themſelves neceſſitated to adopt the very meaſure he had ſo ſtrongly urged in vain to them, and the rejection of which had obliged him to withdraw from the ſervice of the public.

The eſtimates of the current year having been all ſettled before the rupture with Spain, no demand was made on the public on that account; but ſome of the old ſervants of the Crown, not being pleaſed with the meaſures reſolved on in the Cabinet, or thinking themſelves neglected, reſigned their employments. The Duke of Newcaſtle was among the firſt; who was ſucceeded

ceeded as Firſt Lord Commiſſioner of the Treaſury, by the Earl of Bute, who brought in with him many who were thought to be ſwayed by principles different from thoſe of the laſt Adminiſtration. This gave much offence to that party, and was the means of raiſing up the baneful ſpirit of faction, which raged for a conſiderable time with the greateſt violence throughout the kingdom. When the annual treaty with the King of Pruſſia came to be renewed at the beginning of this year, the Miniſtry inſiſted that the article hitherto inſerted, by which Great Britain bound herſelf not to conclude a peace without the conſent of that Monarch, ſhould be left out entirely. To this his Pruſſian Majeſty would not agree. The ſubſidy of 670,000l. was proffered; but, without the article before mentioned, he would not accept of it. In the courſe of the ſeſſion, ſeventy thouſand ſeamen were voted for the ſervice of the current year; and the ſum total of the ſupplies voted by Parliament, amounted to 18,229,153l. (See Note 184.)

Since the war with Spain was become inevitable, the Miniſtry reſolved to puſh it on with vigour. His Majeſty, in his ſpeech to both Houſes on the 19th of January, having hinted, that in conſequence of the determination of the Court of Spain, his allies would be involved in the calamities of war, and that it was found that the King of Portugal was to be attacked by the confederated Monarchs, on the moſt frivolous pretexts; it was now determined to ſend powerful ſuccours to his Portugueſe Majeſty. Lord Tyrawley was appointed Ambaſſador to the Court of Liſbon, and Commander in Chief of the Britiſh forces deſtined for this ſervice. He immediately ſet out for Portugal, in order to concert with the King and his Miniſters, the proper meaſures to be adopted on this occaſion. He was ſoon after followed by the Earl of Loudoun, who was appointed ſecond in command, and who brought along with him a conſiderable number of land forces. (See Note 174.) The great body of infantry which had been ordered from North America, in order to reduce the French Caribbee Iſlands, which ſervice was now ſuppoſed to have been performed, the Miniſtry were determined to reinforce with a body of troops from England, who, after gaririſoning the newly conquered iſlands, were to proceed without loſs of time, and attack the city of Havannah. The command of the army deſtined for this ſervice, was beſtowed on Lieutenant-General the Earl of Albemarle. The command of the ſquadron was given to Admiral Sir George Pocock, who had ſo greatly diſtinguiſhed himſelf in the courſe of the war in the Eaſt Indies, having under him Commodore Keppel, brother to the Earl of Albemarle. While the Spaniards were thus aſſailed in the Weſt Indies, an expedition, under the command of Brigadier-General Draper, was ſent againſt the Philippine iſlands in the Eaſt Indies. On the death of Admiral Holmes, Sir James Douglas was appointed to command at Jamaica; Rear-Admiral Rodney commanded the ſquadron at the Leeward iſlands; and Commodore Lord Colvill that in North America, where, contrary to expectation, he had very active ſervice to perform with a very ſmall force. Immediately on the rupture with Spain, Commodore Sir Piercy Brett was ſent with a ſtrong reinforcement of ſhips to Sir Charles Saunders in the Mediterranean. Sir Edward Hawke, having under him Rear-Admiral his Royal Highneſs the Duke of York, cruized on the coaſts of Spain and Portugal. The ſame ſquadron likewiſe went on a ſecond cruize, under the command of Sir Charles Hardy, and the Duke of York. In the beginning of the year, a ſquadron cruized off Breſt, under the command of Commodore Spry, who was relieved on this ſtation by Commodore Man. At the ſame period alſo, Commodore Lord Viſcount Howe commanded in Baſque road, on which ſtation he was relieved by Commodore Denis. Commodore Young commanded in the channel; Admiral Holburne at Portſmouth; and Commodore Moore in the Downs. Such was the diſtribution of the navy this year.

On the 6th of June, died that illuſtrious officer George Lord Anſon, Admiral and Commander in Chief of the fleet, and Firſt Lord Commiſſioner of the Admiralty. Now that the rage and malevolence of party ſpirit has had time to ſubſide, this great man appears in very ſhining colours; and although born of an ancient family, yet it was his merit alone that raiſed him to the high honours which he attained. The fame which he acquired in his voyage round the world, in which he ſhewed an equanimity of mind equal to the numberleſs perils and dangers which he encountered, will, while the Engliſh language laſts, never ceaſe to be remembered; and on this voyage, the prudence, perſeverance, good conduct, humanity, and courage, which he diſplayed, would alone have been ſufficient to have made his fortune, and raiſed him to a great degree of eminence in the Naval Annals of Great Britain, if no other circumſtance had come to his aid. On his return home, he was promoted to a flag; and on the 2d of May 1747, he defeated and took ſix French ſhips of war, and was ſoon after raiſed to the peerage. The Navy of this country is particularly indebted to him, for training to the ſervice ſo many excellent officers, whilſt on board the Centurion, on his voyage round the world. The names of Sir Charles Saunders, Sir Piercy Brett, Lord Viſcount Keppel, Sir Peter Denis, Baronet, Robert Hughes, John Campbell, William Langdon and Philip Samaurez, Eſqrs. will, for the ſervices they performed, be ever revered by their country. And it is not a little extraordinary, that all the above Lieutenants ſhould live to attain flags, except the laſt, who, after giving many diſtinguiſhed proofs of his courage and good ſeamanſhip, was killed fighting for his King and country, October 14th, 1747, being then Captain of the Nottingham of ſixty guns.

Lord Anſon's place at the Admiralty Board was ſupplied by the Earl of Halifax, who remained but a ſhort time in this office; for, being ſoon after appointed one of his Majeſty's principal Secretaries of State, the Honourable George Grenville was, October 19th, 1762, made Firſt Lord of the Admiralty.

October 21ſt, this year, his Majeſty was pleaſed to order a promotion of Flag-officers, and alſo to promote twelve Captains to the rank of Rear-Admirals, which made the whole rank as follows:

| | |
|---|---|
| Sir William Rowley, K. B.<br>Iſaac Townſend, Eſq; | Admirals of the White. |

*Henry

| | | |
|---|---|---|
| | *Henry Oſborn, Eſq; | Admirals of the White. |
| | *Thomas Griffin, Eſq; | |
| | *Sir Edward Hawke, K. B. | |
| | Charles Knowles, Eſq; | Admirals of the Blue. |
| | Hon. John Forbes, | |
| | Sir George Pocock, K. B. | |
| | Hon. George Townſhend, | Vice-Admirals of the Red: |
| | Francis Holburne, Eſq; | |
| | * Thomas Cotes, Eſq; | |
| | *Thomas Frankland, Eſq; | |
| | Lord Harry Powlet, | Vice-Admirals of the White. |
| | Harry Norris, Eſq; | |
| | *Thomas Broderick, Eſq; | |
| | *Sir Charles Hardy, Knt. | |
| | *George Earl of Northeſk, | |
| | *Sir Charles Saunders, K. B. | |
| | *Thomas Pye, Eſq; | Vice-Admirals of the Blue. |
| | *Philip Durell, Eſq; | |
| | *Samuel Corniſh, Eſq; | |
| | *Francis Geary, Eſq; | |
| | *George Bridges Rodney, Eſq; | |
| | *H. R. H. Edw. Duke of York, | |
| Captains. | Sir William Burnaby, Knt. | Rear-Admirals of the Red. |
| | James Young, Eſq; | |
| | Sir Piercy Brett, Knt. | |
| | John Moore, Eſq; | |
| | Richard Tyrrell, | Rear-Admirals of the White. |
| | Alexander Lord Colvill, | |
| | Sir James Douglas, Knt.† | |
| | William Gordon, Eſq; | |

George

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† In 1764, Sir John Bently reſigned his office as Extra Commiſſioner of the Navy, and was promoted to his flag, and took rank after Sir James Douglas.

Captains.
George Lord Edgecumbe,
Robert Swanton, Eſq;
Samuel Graves, Eſq;‡
Hon. Auguſtus Keppel,
Rear-Admirals of the Blue.

The Admirals marked thus*, were thoſe promoted on this occaſion.

Captain Sir Thomas Stanhope, Knight, ſucceeded Sir Piercy Brett, and Captain the Honourable Auguſtus John Hervey ſucceeded the Honourable Auguſtus Keppel, as Colonels of Marines.

The death of Lord Anſon occaſioned the following promotions to take place: Admiral Sir William Rowley, K. B. was appointed Admiral and Commander in Chief of the Fleet, and Admiral Henry Oſborn, Vice-Admiral of Great Britain, (both theſe in room of Lord Anſon): and Admiral Sir Edward Hawke K. B. was appointed Rear-Admiral of Great Britain, in room of Sir William Rowley, K. B.

## EAST INDIES.

Rear-Admiral Cornish continued to command his Majeſty's ſquadron in the Eaſt Indies, where the French having now neither ſettlements nor trade, he was at full liberty to direct his whole force againſt the Spaniards; and he ſoon received inſtructions in what manner to proceed. Colonel Draper, who diſtinguiſhed himſelf by his gallant behaviour at the ſiege of Madras in 1759, being ſoon after obliged to quit India on account of bad health, embarked on board the Winchelſea Eaſt India ſhip, commanded by the Honourable Thomas Howe, and with him made a voyage to Canton in China. While there, he had an opportunity of learning the exact ſtate of the Spaniſh ſettlements at the Philippine iſlands, (See Note 185.), and found that the Spaniards, conſidering an attack on them as an impracticable thing, truſted more to their very remote ſituation from Europe, than to their real ſtrength. When a rupture with Spain was rumoured, he laid the information he had received reſpecting the Spaniſh Aſiatic ſettlements, together with his own obſervations, before Lords Egremont and Anſon, who viewed the whole in a very important light, and requeſted that Colonel Draper would draw up a memorial reſpecting the matter, and point out what force could be detached from India to put in practice his plan of reducing the Philippine iſlands. In this work, he met with great aſſiſtance from Captain Howe. The memorial was laid before his Majeſty and the Cabinet Council, who approving it, reſolved, when hoſtilities became unavoidable, to carry it into immediate execution. As the ſucceſs of this enterprize depended ſolely on the ſecrecy and diſpatch with which it was carried on, and as the great diſtance made it impoſſible to ſend a body of troops ſufficient for this ſervice from Europe, the attempt was rather conſidered as a coup-de-main. Immediately on the declaration of war againſt Spain, Colonel Draper was diſpatched to India in the Argo frigate, commanded by Captain Richard King[*]. He carried out very ample orders and inſtructions for proceeding againſt Manila, and was himſelf appointed Commander in Chief of the land forces, with the rank of Brigadier-General. (See Note 185.) As the journal which he tranſmitted to the Secretary of State contains the beſt account of the proceedings of the army before Manila, we here take the liberty to inſert it verbatim.

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‡ In the beginning of 1763, Captain William Parry was promoted to his flag, and took rank after Rear-Admiral S. Graves.

### " *JOURNAL of the Proceedings of his* MAJESTY's FORCES *on an Expedition againſt* MANILA.

" THE troops allotted for this enterprize, were the 79th regiment; a company of the Royal Artillery. The auxiliaries furniſhed by the Gentlemen at Madras, conſiſting of thirty of their artillery, ſix hundred Sepoys, a company of Caffres, one of Topazes, and one of pioneers; to which they added the precarious aſſiſtance of two companies of Frenchmen enliſted in their ſervice, with ſome hundreds of unarmed laſcars, for the uſe of the engineers, and park of artillery. As a compenſation for this feeble ſupply of men, they favoured us with ſome very good officers in every branch of the ſervice. Rear-Admiral Corniſh reinforced our little army with a fine battalion of five hundred and fifty ſeamen, and two hundred and ſeventy marines; ſo that the whole force for the land operations amounted to two thouſand three hundred men, who, with the neceſſary ſtores, were embarked on board his Majeſty's ſquadron, and two India ſhips employed as tranſports, with an activity and diſpatch that did great honour to all concerned in thoſe arrangements. The preparations were begun, completed, and ſhipped in three weeks, through a raging and almoſt perpetual ſurf, by which ſome lives were loſt.

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[*] Now Sir Richard King, Bart. and Admiral of the White.

"As Major-General Lawrence was of opinion that the ſettlement would be in danger, were more forces drawn from the coaſt, the two battalions of the Company's troops, all the cavalry, ſix thouſand Sepoys, with that part of Colonel Munro's and the Highlanders then at Madras, were left for their ſecurity. The Medway, York, and Chatham, that were hourly expected, had orders left them to remain for the protection of the trade. We ſailed with the Admiral's diviſion the 1ſt of Auguſt. The Seahorſe, Captain Grant, was previouſly diſpatched through the Straits of Malacca, to the entrance of the China ſea, to ſtop all veſſels that might be bound to Manila, or ſent from any of our neighbouring ſettlements, to give the Spaniards notice of the deſign. Commodore Tiddeman, with the firſt diviſion of the fleet, and the troops under Colonel Monſon, ſailed two days before us, that our watering might more ſpeedily be completed at Malacca, where we arrived the 19th of Auguſt. We there bought a large quantity of rattans to make gabions, a good number of which was finiſhed on board the ſeveral ſhips. The 27th, we ſailed for our ſecond rendezvous, off the iſland of Timon: the neceſſary ſignals and in-

inſtructions were then given out for landing on the coaſt of Luconia.

"On the 23d of September, we anchored in Manila-bay, and ſoon found that our viſit was unexpected; the Spaniards unprepared. To increaſe as much as poſſible the viſible confuſion and conſternation of the enemy, we determined to loſe no time in the attack of Port Cavite, that was at firſt intended, but proceed directly to the grand object, judging that our conqueſt there would of courſe occaſion and draw after it the fall of Cavite. On the morning of the 24th, we ſent an ineffectual ſummons to the town, and, with the Admiral and other principal officers, examined the coaſt, in order to fix upon a proper ſpot for landing the troops, artillery, and ſtores. We found a moſt convenient place about two miles to the ſouth of Manila. Accordingly all the boats were immediately prepared by the proper ſignals: and three frigates, the Argo, Captain King; the Seahorſe, Captain Grant; and the Seaford, Captain Peighin, were ſent in very near the ſhore to cover the deſcent. The 79th regiment, a detachment of artillery, with three field-pieces, and one howitzer fixed on the long boats, aſſembled in three diviſions under their ſterns; the left commanded by Colonel Monſon; the centre by me, with Lieutenant-Colonel Scott, the Adjutant-General; the right by Major More, the eldeſt Field-Officer. As we had determined to land near a church, and village called Malata, that was oppoſite our left, the other two diviſions, which had been ſeparated only to diſtract and amuſe the enemy, were ordered to join that as ſoon as poſſible. About ſix in the evening, we puſhed with an even front for the ſhore, under the prudent and ſkilful management of Captains Parker * of the Grafton, Kempenfelt † the Admiral's Captain, and Brereton of the Falmouth, who had the direction of the boats. The frigates kept up a briſk fire to the right and left of us, to protect our flanks, and diſperſe the enemy, who were beginning to aſſemble in great num-

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* Afterwards Sir Hyde Parker, Bart. and Vice-Admiral of the Blue.

† Afterwards Rear-Admiral of the Blue.

numbers, both horſe and foot, to oppoſe our deſcent. This cannonade had the deſired effect. They retired, and left us a clear coaſt. But a violent ſurf aroſe, many boats were daſhed to pieces, our arms and ammunition much damaged: providentially no lives were loſt. We formed upon the beach, marched, and took poſſeſſion of the Malata; fixed our outpoſts, and paſſed the whole night under arms. The Spaniards were employed in burning part of their ſuburbs.

"The 25th, we ſeized a fort which the Spaniards had abandoned, named the Polveriſta, which proved a moſt excellent place of arms, for covering the landing of our ſtores, and ſecuring our communication with the ſquadron. Colonel Monſon, who was detached with two hundred men to view the roads and approaches to Manila, occupied the Hermita church, large and commodious, about nine hundred yards from the city. We made the prieſt's houſe the head-quarters; ſent orders to Major More to march with the 79th regiment to ſecure and maintain this poſt, which was of the utmoſt conſequence, both from its ſtrength, and the great cover it afforded us from the rains that had deluged the country, and made it impoſſible to encamp; for we too ſoon found that the monſoon had broke upon us. The ſurf continued dangerous, the rains increaſed; the landing of our artillery and ſtores became very hazardous; our remaining troops were put aſhore with much peril and ſome loſs; Lieutenant Hardwick was drowned. But the courage and activity of the ſeamen ſurmounted all obſtacles.— They got on ſhore part of the Sepoys, ſome proviſions, and ſuch ſtores as were firſt wanted; and by ſignals demanded aid from the ſquadron, the officers of which were indefatigable in giving us all poſſible aſſiſtance; and Captain Jocelyn, who was intruſted with the care of the diſembarkation, did every thing that could be wiſhed or expected from a diligent and good officer. We left our marines at our firſt poſt, the Malata, to be near the Polveriſta, to preſerve our communication, and guard our ſtores and park of artillery. The men, from the good conduct and example of their officers, behaved very well, and were of great uſe upon all occaſions. As the rains had forced us to ſeek the protection of the houſes that were under the fire of the baſtions, the Spaniards cannonaded our quarters, which were much nearer the walls than the uſual rules of war preſcribe. They attempted likewiſe to burn moſt of their ſuburbs, but were prevented by the great activity and good conduct of Captain Fletcher, Major of Brigade, and Captains Stevenſon and Cotsford, engineers; who having advanced under cover of the houſes of St Jago's church, near the ſea, and within three hundred yards of the town, reported its importance ſo ſenſibly, that we poſted a body of men there, notwithſtanding its contiguity to the baſtions. The enemy ſoon fired upon us, but not with perſeverance or effect enough to diſlodge us. We had ſome few men killed and wounded.

"26th, The Admiral ſent on ſhore the battalion of ſeamen, under the command of Captains Collins of the Weymouth, Pitchford [*] of the America, and George Ourry from the Panther. They were cantoned between the ſeventy-ninth regiment and the marines. The reſt of the Company's troops, of all ſorts, were likewiſe landed, and put under cover. The Spaniards advanced out of the garriſon, under the command of the Chevalier Fayette, with four hundred men, and two field-pieces; and from a church about two hundred yards to the right of that we yeſterday took poſſeſſion of, near the ſea, began a cannonade upon the right flank of our poſt. Some Sepoys, under Enſign Carty, who behaved very well, were firſt ſent to ſkirmiſh with them, ſupported by three piquets of the ſeventy-ninth regiment, and one hundred ſeamen, all under the command of Colonel Monſon, who ſoon drove the enemy back into the town. In their precipitate flight, one of the field pieces was left upon the glacis.

"The ſuperior ſkill and bravery of our people were ſo evident from this affair, that it occaſioned a ſecond ſummons to the Governor; but to no purpoſe: their anſwer was much more ſpirited than their conduct had been. Colonel Monſon had orders to keep poſſeſſion of this ſecond church, if he found it tenable; for, as we had not men enough, or dry ground, to make regular approaches, we were forced into theſe meaſures, raſh as they ſeem, and contrary to all the rules of our profeſſion, by our critical ſituation. From the top of this poſt, which we called No. 2. we had a perfect view of the enemy's work. The front we were obliged to attack, was defended by the baſtions of St Diego and St Andrew, with orillons and retired flanks, a ravelin which covered the royal gate, a wet ditch, covered way, and glacis. The baſtions were in excellent order, lined with a great number of fine braſs cannon; but their ravelin was not armed, the covered-way out of repair, the glacis by much too low, and the ditch was not produced round the capital of the baſtion of St Diego, which determined us to attack it, and made our diſpoſitions accordingly. The negligence and omiſſion of the enemy to poſt centinels in the covered-way, gave us an opportunity of ſounding the ditch, which perilous enterprize was effected by a ſmall party of the ſeventy-ninth regiment, under the command of Captain Fletcher, who begged leave to undertake it. The Spaniards fired from their baſtion, and killed or wounded two or three of our people. The depth of the water was only five feet, the breadth about thirty yards. As the great extent of this populous city made it impoſſible for us to inveſt it with our handful of men, two ſides were conſtantly open to the Spaniards, to introduce ſupplies of men and proviſions, and carry out their effects. They availed themſelves of our weakneſs, Their own garriſon, of eight hundred men of the royal regiment, under the command of the Marquis de Villa Medina, Brigadier-General, was augmented by a body of ten thouſand Indians from the province of Pampanga, a fierce and barbarous people. Theſe diſadvantages were not to be remedied, as we could not take poſſeſſion of Minondo, Tondo, and La Vera Cruz, the poſts which commanded the river, and communication with the country. The inundations had ſecured their Parian ſuburb; but no difficulties could check the ardour of the troops, who laboured inceſſantly in making faſcines and gabions, and in preparing every thing for the conſtruction and opening of the batteries. One for ſmall ſhells was completed this night, and played upon the baſtion of St Diego. Its poſition was behind the church neareſt the ſea, called No. 1. The officers of the artillery, and engineers, exerted themſelves in a manner that nothing but their zeal for the public ſervice could have inſpired.

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[*] Now Samuel Corniſh, Eſq. Admiral of the White.

" 27th, The Governor ſent out a flag of truce to apologize for ſome barbarities committed by the ſavages lately mentioned, who had murdered ſome ſtraggling ſeamen, and to requeſt that a nephew of his, taken in the bay, might be ſent on ſhore. This gentleman had been diſpatched from the Phillipina galleon, juſt arrived on the coaſt from Acapulco, with the firſt advices of the war. Hoſtilities ceaſed until eleven at night, when we recommenced our fire from the mortars, increaſed them to four, and placed a ſix-pounder on our left flank, as a further ſecurity to our poſt at St Jago's church. As the capture of the galleon, and her treaſure, might be well eſteemed a national object, Mr Corniſh propoſed ſending the Panther and Argo from the ſquadron, to intercept her, which was conſented to; and the officers of the Navy very generouſly agreed to our ſharing any prizes that might be taken this cruize, as we had before conſented to their ſharing with us in any booty that might be taken at land; and the diſtribution to be made according to the rules his Majeſty had fixed for the ſea ſervice. The Admiral likewiſe ſent on ſhore, eight twenty-four pounders, ſhip guns, and two eighteen pounders for our battering train; as, to ſave time, we brought only the land-carriages and platforms from Madras.

" 28th, The Governor's nephew was landed: my Secretary, Lieutenant Fryar, was ordered to conduct him into the town with a flag of truce. In the mean time, a large party of the garriſon, intermixed with Indians, ſallied out to attack our ſecond poſt, at No. 2. by which Lieutenant Fryar was advancing to the Ravelin gate. The barbarians, without reſpecting his character, inhumanly murdered him, and mangled his body in a manner too ſhocking to mention. In their fury, they mortally wounded the other gentleman, who had endeavoured to ſave Mr Fryar. Our party received their onſet with much firmneſs

neſs and bravery, and repulſed them with ſome loſs on their ſide. As it was evident that the Indians alone were guilty of this horrid piece of barbarity, our ſoldiers ſhewed them no mercy.

" 29th, The Admiral, at my requeſt, ordered the Elizabeth, Commodore Tiddeman, and the Falmouth, Captain Brereton, to place themſelves as near the town as the depth of water would permit, and ſecond our operations, by enfilading the front we intended to attack; but the ſhallows kept them at too great a diſtance to anſwer the purpoſe effectually, though their ſhot ſtruck much confuſion and terror into the inhabitants. We continued our bombardment day and night.

" 30th, The engineers traced out Admiral Corniſh's battery for eight twenty-four pounders, on the left of St Jago's church; but the violence of the rains retarded our progreſs; and the abſence of two ſhips that had on board a conſiderable quantity of faſcines, and many working and intrenching-tools, put us to ſome inconveniences. The Admiral's goodneſs ſupplied theſe defects: all the ſmiths and carpenters in the fleet were employed in making thoſe inſtruments; and, by their induſtry and diſpatch, they were enabled to proceed. The Elizabeth and Falmouth perſevered in their cannonade upon the town; which was returned from the enemy's ſea line, without any effect.

" October 1ſt and 2d, The weather grew ſo very tempeſtuous, that the whole ſquadron was in danger, and all communication with it entirely cut off. The violence of the ſtorm forced the South-Sea-Caſtle ſtore-ſhip (which was lately arrived) from her anchors, and drove her aſhore; even in this ſituation, the ſhip was of great uſe. Captain Sherwood enfiladed the whole beach to the ſouthward, and kept in awe a large body of Indians, who menaced the Polveriſta, and our magazines at the Malata. Notwithſtanding the deluge of rain which accompanied the wind, by the perſeverance of the troops and ſeamen, we completed the battery for the twenty-four pounders, raiſed a mortar-battery for the heavy ſhells of ten and thirteen inches, made a good parallel and communication from the church to the gun-battery, and eſtabliſhed a ſpacious place of arms on the left of it, near the ſea. The roaring of the waves prevented the enemy from hearing the noiſe of our workmen in the night. They gave us no interruption, but ſeemed to truſt entirely to the elements; while the Governor (the Archbiſhop) gave out, that an angel from the Lord was gone forth to deſtroy us like the hoſt of Sennacherib. On the afternoon of the 2d, the ſeamen, with wonderful activity, brought up, and mounted all the guns in the battery, which we maſked.

" 3d, The weather became moderate. At day-light, the battery was opened againſt the left face of the baſtion of St Diego, towards the ſalient angle. One hundred ſeamen were appointed to aſſiſt the corps of artillery in this ſervice. Our cannon, by the excellent ſkill and management of Major Barker, and the officers under him, were ſerved with ſuch juſtneſs, quickneſs, and dexterity, that the twelve pieces on that face of the baſtion, were ſilenced in a few hours, and the Spaniards drove from them. We had but two men killed. At night we began a battery for three guns, on the left of our place of arms, to ſilence thoſe that were en barbette, upon the orillon of the baſtion of St Andrew, which annoyed our flank. We maintained a briſk fire of grape and muſketry all the night, to prevent the enemy from repairing their embrazures, and remounting their cannon. The mortars (now augmented to ſeven) were kept conſtantly playing upon the gorge of the baſtion and the contiguous defences.

" 4th, About three hours before day, a thouſand of the Indians attacked the cantonment of the ſeamen. They were encouraged to this attempt by the inceſſant rains, in which they flattered themſelves our fire-arms would be uſeleſs. Their approach was favoured by a number of thick buſhes that grew upon the ſide of a rivulet, which they paſſed in the night; and, by keeping cloſe, eluded the vigilance of the patroles. Upon the alarm, Colonel Monſon and Captain Fletcher, with piquets, were diſpatched to the aſſiſtance of the ſeamen, who very ſenſibly kept firm in their poſts, and were contented to repulſe them till day-break; when a freſh piquet of the ſeventy-ninth regiment appearing upon the Indians' right flank, they fled, and were purſued and diſperſed with the loſs of three hundred men. Had their ſkill or weapons been equal to their ſtrength and ferocity, it might have coſt us dear. Although armed chiefly with bows and arrows and lances, they advanced up to the very muzzles of our pieces, repeated their aſſaults, and died like wild beaſts, gnawing the bayonets. This attack coſt us ſome few men; but we loſt an excellent ſea-officer, Captain Porter, Lieutenant of the Norfolk, ſincerely and juſtly regretted by us all. We had ſcarce finiſhed this affair, when another body of them, with part of the Spaniſh garriſon, again attacked the church, No. 2.; forced the Sepoys from their poſt in it, neareſt the town; took poſſeſſion of the top, from whence they killed and wounded ſeveral of our people, who were entirely expoſed to all their weapons. Notwithſtanding this diſadvantageous ſituation, the European ſoldiers maintained their poſt behind the church with great firmneſs and patience, and at laſt diſlodged the enemy with the aſſiſtance of ſome field-pieces, and the good conduct of Major Fell, Field-Officer of the day, Captain Fletcher, and other brave officers, ſent to their relief. The Spaniards left ſeventy dead behind them, in and about the church. On our ſide, Captain Strachan of the ſeventy-ninth regiment, a very good officer, was mortally wounded, and forty private men killed and wounded. This was the enemy's laſt effort: all the Indians, except eighteen hundred, diſcouraged by their loſſes, returned home. Our working parties, and the fire of our batteries, which had been a little interrupted by theſe attacks, recommenced with greater ſpirit than ever. We found likewiſe the good effects of giving the enemy no time to repair their embrazures, or carriages, in the night. They opened only an inconſiderable fire from three or four embrazures in the curtain, too oblique to have much effect. Before night, thoſe defences were ruined.

" 5th, Major Barker's fire was ſo violent, that the breach appeared practicable. Our cannon from the three-gun battery ſilenced thoſe of the enemy, on the orillon of St Andrew. We were in hopes that the Spaniards would be ſenſible of their danger, and think of giving up the town. But they were obſtinate,

nate, without bravery, or any generous reſolution of defending the breach. In the evening, the deſign of ſtorming the place was communicated to the principal officers of each department only, and the neceſſary preparations made.

"6th, At four o'clock in the morning, we filed off from our quarters in ſmall bodies, to give the leſs ſuſpicion; and, by degrees, aſſembled at St Jago's church, obſerving the utmoſt ſilence, and concealing ourſelves in the place of arms, and the parallel between the church and the battery. Major Barker kept up a briſk fire upon the works, and thoſe places where the enemy might be lodged or intrenched. Our mortars were well applied for the ſame purpoſe. At day-break, we diſcerned a large body of the Spaniards, formed on the baſtion of St Andrew, which gave us reaſon to imagine they had got ſome information of our deſign, and intended to annoy us with their muſketry and grape from the retired flank of that baſtion, where they had ſtill two cannon placed; but, upon the exploſion of ſome ſhells that fell amongſt them, they went off. We took immediate advantage of this, and by the ſignal of a general diſcharge of our artillery and mortars, ruſhed on to the aſſault, under cover of a thick ſmoke that blew directly upon the town. Sixty volunteers of different corps, under Lieutenant Ruſſel of the ſeventy-ninth regiment, led the way, ſupported by the grenadiers of that regiment. The engineers, with the pioneers, and other workmen, to clear and enlarge the breach and make lodgements, in caſe the enemy ſhould have been too ſtrongly intrenched in the gorge of the baſtion, followed. Colonel Monſon and Major More were at the head of two grand diviſions of the ſeventy-ninth regiment: the battalion of ſeamen advanced next, ſuſtained by the other two diviſions of the ſeventy-ninth regiment. The Company's troops cloſed the rear. They all mounted the breach with amazing ſpirit and rapidity. The few Spaniards upon the baſtion diſperſed ſo ſuddenly, that it was thought they depended upon their mines. Captain Stevenſon had orders to make a ſtrict ſearch to diſcover them; but our precautions were needleſs. We met with little reſiſtance, except at the Royal gate, and from the galleries of the lofty houſes which ſurround the great ſquare. In the guard-houſe, over the Royal gate, a hundred of the Spaniards and Indians, who would not ſurrender, were put to the ſword. Three hundred more, according to the enemy's account, were drowned in attempting to eſcape over the river, which was very deep and rapid. The Governor and the principal officers retired to the citadel; and were glad to ſurrender as priſoners at diſcretion, as that place was in no good poſture of defence. Captain Dupont of the ſeventy-ninth with a hundred men, took poſſeſſion of it. The Marquis of Villa Medina, with the reſt of the Spaniſh officers, were admitted as priſoners of war, on their parole of honour; and to conciliate the affections of the natives, all the Indians who fell into our hands, were diſmiſſed in ſafety. Our joy, upon this fortunate event, was greatly clouded by the loſs of Major More, who was transfixed with an arrow near the Royal gate, and died immediately, univerſally lamented for his good qualities. Captain Sleigh of the grenadiers, and ſome other good officers, were wounded. We had about thirty private men killed and wounded.

"In conſequence of the terms dictated to the Spaniards, (See Note 185.) the port of Cavite and citadel, with ſeveral large ſhips, and a vaſt quantity of naval and warlike ſtores, were ſurrendered to us. Captain Champion, with a hundred marines, and as many Sepoys, embarked on board the Seahorſe, to take poſſeſſion of it. The Spaniſh garriſon, of three hundred men, on the approach of our people, mutinied againſt their officers, plundered ſome houſes, and went off into the country with their arms.

"As a ſmall acknowledgement of the great ſervices which the whole army had received from Captain Kempenfelt, the Admiral's Captain, I begged he would act at Cavite, with a commiſſion as Governor for his Majeſty; being well aſſured, that no one could diſcharge that truſt with more conduct and abilities."

Before General Draper made any terms with the Governor, he waited the arrival of Admiral Corniſh, who was immediately ly ſent for; and beſides the propoſals made by the Governor, an agreement was entered into, to ſave the city of Manila from being pillaged; to which it was liable, having been taken by ſtorm. (See Note 185.) Conſidering the critical ſituation, and vaſt opulence of the place, the terms were much more reaſonable than people in their ſituation could well have expected. In conſideration of the aid afforded to this expedition by the Eaſt India Company, a third part of the ranſom, which in all amounted to one million Sterling, was aſſigned to them; and, agreeable to his orders, General Draper delivered up Manila and its dependencies, (November 2d,) to Dawſon Drake, Eſq; and the other gentlemen appointed to receive them on the part of the Eaſt India Company; together with all the artillery, ammunition, and warlike ſtores, of which there was a great quantity. (See Note 185.)

The extent of the city of Manila being ſo great, and the citadel of Cavite requiring a garriſon, General Draper was neceſſitated to leave the whole of the military force he brought with him, for the ſecurity of the place. He appointed Major Fell of the ſeventy-ninth regiment, Commandant of the garriſon. At Cavite, the Admiral found a plentiful ſupply of all ſorts of naval ſtores, and conveniencies for refitting the ſquadron. Nothing redounds more to the honour of the forces employed on this enterprize, than the ſtrict harmony which prevailed between the two ſervices; the great fatigues that both cheerfully underwent in the courſe of the ſiege, and the attention which the Naval officers paid to the troops while aſhore, deſerves the higheſt praiſe. The bravery and activity of the ſailors aſtoniſhed every one. While ſuch unanimity and cordiality ſubſiſts among a determined and reſolute band, what may they not atchieve? And to this glorious circumſtance this important conqueſt is chiefly owing; for throughout the whole of this victorious war, no conjunct expedition has been conducted with more reſolution and profeſſional ſkill, than the conqueſt of the Philippine Iſlands. It reflects the greateſt honour on all employed. Their ſucceſs appears ſcarcely credible. With a handful of troops they carried on a ſiege, amid deluges of rain, and ſuch furious tempeſts of wind, that all communication between the fleet and army was frequently cut off. After ten days operations to carry the town by aſſault, is a military exploit almoſt without a parallel; eſpecially when it is conſidered, that beſides a ſtrong garriſon in a town fortified after the modern manner, and the elements to contend with, they were ſurrounded by numerous bodies of Indians in ſtrict alliance with the Spaniards, who, though undiſciplined and badly armed, yet, by a daring reſolution and contempt of death, became not only troubleſome, but formidable.

Had the Spaniards acted with a reſolution and military ſkill equal to their obſtinacy, and inſtead of attending to the prayers and prophecies of the Archbiſhop the Governor, who, in the midſt of the hurricane, declared that the angel of the Lord had gone forth to deſtroy the enemy, like the hoſt of Sennacherib; but entrenched themſelves ſtrongly in the gorges of the baſtions when attacked, the conqueſt of Manila had not proved ſo eaſy.

The ſtranding of the South-Sea-Caſtle ſtore-ſhip, inſtead of a misfortune, proved quite the contrary. By the ſituation in which ſhe lay, her guns not only protected the rear of our cantonements, but ſcoured the beach for a conſiderable length, and made ſeveral bodies of the Indians keep a reſpectful diſtance; while, from being ſo very near the ſhore, the proviſions and ſtores ſhe had on board were landed with great facility, and afforded a ſeaſonable ſupply to the ſoldiers, at a time when the weather had for ſome days interrupted all communication between the fleet and the army.

During the violent tempeſt on the 1ſt of October, the whole ſquadron, but particularly the Elizabeth and Falmouth, were in great danger; the gale blowing from W. S. W. directly on the ſhore, and they being anchored in four fathom water, in order to batter and enfilade the town. They ſtruck the ground; but the bottom being mud, and ſoft to a conſiderable depth, neither of them received any injury. A galley being perceived coming up the bay on the 25th of September, the Admiral diſpatched three boats manned and armed after her. They came up with, and inſtantly boarded and took her, notwithſtanding ſhe kept up a ſmart fire with patteraroes and muſkets. She mounted two carriage and ſeventeen braſs ſwivel guns, and had eighty men.

By letters found in her, it was diſcovered that ſhe was diſpatched from the galleon St Philippina, from Acapulco, and whom ſhe had left the 10th of September at Cajayagan, between the Embocadero and Cape Spiritu Santu. Upon this diſcovery, it was reſolved to detach the Panther and Argo, under the command of Captain Hyde Parker, in queſt of her. They ſailed accordingly on the 4th of October, and on the 30th got the length of the iſland of Capul, near the entrance of the Embocadero†, where the Argo had come to an anchor, and which Captain Parker intended to do for that night: but, juſt as the day cloſed, he ſaw a ſail ſtanding to the northward; he followed; and at eight that night got ſight of her again about two leagues to leeward; but unluckily, by the rapidity of a counter current to what the chaſe was in, the Panther drove among the Narango's, was in the utmoſt danger of being loſt, and obliged to anchor. The Argo having eſcaped the danger, got up with the chaſe, and engaged her near three hours; but was ſo roughly handled, that Captain King was neceſſitated to bring to, in order to repair his damages. By this time the current ſlackened, which enabled Captain Parker to get under ſail, with the chaſe in ſight. About nine the next morning, he came up with her, and, after battering her for two hours within half muſket-ſhot, ſhe ſtruck. The enemy made but a poor reſiſtance, truſting to the immenſe thickneſs of the ſides of their ſhip, which, except the upperworks, the Panther's ſhot was not able to penetrate. Captain Parker was no leſs diſappointed than ſurpriſed, to find, when the General came on board, that he had engaged and taken the Santiſſimo Trinidad, alias the Poderoſo, who departed from Manila the 1ſt of Auguſt for Acapulco, and had got three hundred leagues to the eaſtward of the Embocadero, but meeting with a hard gale of wind, was diſmaſted, and put back to refit. She had eight hundred men on board; was pierced for ſixty guns; but when engaged by the Argo, had only ſix of them mounted, and but thirteen when taken; ſhe was a great deal larger than the Panther, and drew thirty-three feet water. She proved a very valuable prize, having one million of dollars regiſtered on board, and was reputed to be worth three millions.

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† The Embocadero is the ſtrait or paſſage among the Philippine iſlands, through which the galleon ſails in her voyage to and from the city of Manila.

The loſs ſuſtained during the ſiege, was much leſs than could have been expected from the nature of ſuch a ſevere piece of ſervice, it amounting to one officer of the Navy, and three officers of the King's troops killed; one officer of the Navy, and four of the King's troops wounded; one officer of the Company's troops drowned; thirteen ſeamen and marines, ſeven of the King's, and eight of the Company's troops killed; ſix of the Company's troops drowned: twenty ſailors or marines, forty-nine of the King's, and thirty-ſeven of the Company's troops wounded. Commodore Tiddeman, in attempting to enter the river in his barge, the morning after the reduction of Manila, was unfortunately drowned with five of his people. (See Note 185.)

It would be difficult to aſcertain with exactneſs, the value of this acquiſition to Great Britain; but the territory now reduced to her obedience, conſiſted of fourteen conſiderable iſlands, which, from their extent, fertility, and ſituation for trade, are not to be equalled in the world. The active ſpirit of commerce, not ſuiting the genius of the Spaniſh nation, this grand Archipelago did not prove ſo advantageous to the State, as it otherwiſe might have been; even as it was, it could not miſs of being ſeverely felt by Spain, if we conſider that this conqueſt, together with that of the Havannah, in a great meaſure ſecured to Britain the chief ſources of their trade to Aſia and America, and cut off the communications between the principal parts of their vaſt but unconnected empire.

Both General Draper and Admiral Corniſh, received the thanks of the Houſe of Commons for the ſervice they had done their country, by the conqueſt of the Philippine iſlands. The former was ſoon after made a Knight of the Bath, and the latter created a Baronet of Great Britain.

The Spaniſh colours taken at Manila, were, by his Majeſty's orders, at the requeſt of General Draper, hung up in the Chapel of King's College at Cambridge, of which the General had been a member.

As the Spaniards had now received certain intelligence, that the annual ſhip, the Philipinna, from Acapulco, was arrived at a port called Palapa, in the iſland of Samar, they became extremely apprehenſive that ſhe muſt ſoon be captured, as Admiral Corniſh was reſolved to ſend ſhips in queſt of her. The taking of this veſſel muſt have ruined moſt of the principal merchants of Manila; but in order to render this misfortune as light as poſſible, the Governor and merchants entered into a negociation with Admiral Corniſh and General Draper, by which it was ſtipulated, that they ſhould uſe every means in their power to aſſiſt in delivering up the ſhip Philippina to the Britiſh, with all her treaſure and plate on board, on condition, that they were allowed to take as much money as would pay off the balance due to the Britiſh, of the four millions of dollars which the Spaniards had conſented to give for the ranſom of the city of Manila. This was agreed to; but whether the Spaniards were ſincere or not, ſeems very problematical; indeed it appears pretty evident, that they only wanted to gain time, and prevent a force being ſent againſt the galleon, until they had notice that the moſt valuable parts of her cargo were conveyed ſo far up the country, as to put it beyond the reach of the Britiſh. The ſeaſon ſeconded their deſigns; as they well knew, that it was next to an impoſſibility, for ſhips to get through the Embocadero, from Manila to Palapa, while the N.E. monſoon laſted. In order to give their ſcheme all the appearance of plauſibility in their power, as ſoon as the Vice-Admiral informed the Governor that the Argo and Seaford frigates were ready to proceed on this ſervice, he ſent on board two Regidores, and two of the Council of Commerce, to accompany Captain King to Palapa; theſe gentlemen were veſted with full powers, and carried orders to the General of the galleon, to ſee that the terms of the agreement were complied with.

Thus equipped, Captain King, with the two frigates, ſailed for Palapa, and did all that lay in his power to reach that port; but the weather proved ſo extremely tempeſtuous and rainy, that, after uſing every effort for the ſpace of three months, in which time he had frequently run great riſks of loſing both ſhips, and his proviſions being nearly expended, he found it impoſſible to get through the Embocadero, againſt the ſtrength of the N. E. monſoon, and had the mortification to be conſtrained to return to Manila, without effecting his purpoſe, where he arrived juſt in time to have the Argo refitted to accompany Vice-Admiral Corniſh and the fleet to the coaſt of Coromandel. The Admiral left the Falmouth, Captain Brereton, and the Seaford, Captain Peighin, to protect the new Britiſh conqueſts at Manila; ordering the former to proceed to Palapa as ſoon as the ſeaſon would permit, in order to get poſſeſſion of the Philippina and her treaſure. He likewiſe was to be accompanied by civil officers; but as no account has ever appeared of Captain Brereton's proceedings on this enterprize, it is preſumed that he was equally unfortunate in his endeavours to obtain poſſeſſion of this rich ſhip as Captain King had been. At the time that Admiral Corniſh ſailed for the coaſt of Coromandel, it was currently reported at Manila, that the Spaniards had ſecured the money and plate at a place far from the ſea; and there is every reaſon to believe this report was true. It would therefore have been impoſſible for Captain Brereton to have landed a ſufficient number of men to take the treaſure by force; and little regard would be paid to the letters of the Spaniſh Governor and Council of Manila, by the General of the galleon, or the Spaniards who were intereſted in the cargo of the Philippina.

The conduct of the Court of Spain, with regard to the nonpayment of the Manila ranſom-money, will afford a very uſeful leſſon for naval and military people in their future behaviour, if ever any thing ſimilar ſhould occur. It will point out to them the neceſſity of taking proper methods to inſure the fulfilling of all ſtipulations in the moſt ample manner, and to put it out of the power of any State, on ill grounded pretexts, to defraud the conquerors of their juſt rights. The city of Manila was ſaved from being plundered by the Britiſh forces, in conſideration of the inhabitants paying them four millions of dollars, one half of which was to be paid immediately, the other half at a time to be afterwards agreed upon. For this half, amounting to near 450,000l. Sterling, the Governor-General of the Philippine iſlands drew bills on the Royal Treaſury at Madrid.

Before the intelligence of this conqueſt arrived in London, a general peace was concluded; and when the bills were preſented, payment was refuſed by the Court of Spain, on the ſpecious pretext, that the perſons compoſing the civil power at Manila, were forced into terms that were oppreſſive and unjuſt, from the dread of being put to the ſword, if they refuſed their conſent to them; and notwithſtanding that they ſigned ſuch conditions with the Britiſh Commanders, yet General Draper either ordered or ſuffered the city to be pillaged for forty hours by four thouſand Engliſh, who plundered it of more than a million of dollars; and on this account the Court of Spain argued that payment ought not to be made. To this General Draper replied, "That it was a known and univerſal rule in war among the moſt uncivilized nations, that "places taken by ſtorm, without any capitulation, are ſubject "to all the miſeries that the conquerors may chooſe to inflict. "This was the condition of Manila. The objection and pretence of force and violence may be made uſe of to evade any "military agreements whatever, where the two parties do not "treat on an equality. By the ſame mode of reaſoning, a ſtate "may object to the payment of ranſoms of ſhips taken at ſea, "and to contributions levied in a country which is the ſeat of "war; but it is always allowed, that in ſuch caſes, a part muſt "be ſacrificed to the whole. The deſtruction which ſhould "have followed military execution, would have trebled the "ſum exacted, beſides that the Spaniſh Empire in Aſia would

" thereby have been entirely ſubverted." The charge of allowing the military to pillage for forty hours, was a groſs exaggeration, and eaſily refuted; concerning which, General Draper farther replied, " That the number of troops which entered Manila when it was ſtormed, amounted to little more " than two thouſand, which were a motley compoſition of " ſeamen, ſoldiers, ſepoys, caffres, laſcars, topaſſes, French " and German deſerters. The difficulty of reſtraining any " troops, in the firſt fury of an aſſault, is well known; but " it muſt be much greater, when compoſed of ſuch a variety " and confuſion of people, who differed as much in ſentiment " and language, as in dreſs and complexion. Several hours " had elapſed before the principal inhabitants could be brought " to a conference: during that interval, the inhabitants were " undoubtedly very great ſufferers; but ſuch violence was antecedent to ſettleing the terms of capitulation; and, by the " laws of war, the place, with all its contents, became the " unqueſtionable property of the captors, until a ſufficient equivalent was given in lieu of it. That ſeveral robberies were " committed after the capitulation was ſigned, is acknowledged; but it is denied that the place was pillaged for forty " hours, or with the permiſſion of the General, as he immediately iſſued out orders for preſerving the ſtricteſt regularity " and decorum; and therein declared, that whoever ſhould be " guilty of robberies, or plundering the churches and houſes, " ſhould be hanged without mercy." General Draper made ſeveral examples, and did all that lay in his power to enforce the terms of the capitulation. Conſidering how very much the enemy had at ſtake, in a large and opulent city, and the eaſy terms by which they ſaved the place from a general pillage, it is ſhameful to think that ſo honourable a people as the Spaniards ſhould have made the ſmalleſt objection to comply with terms which proved of ſuch manifeſt advantage to their Aſiatic ſettlements.

## WEST INDIES.—*Leeward Island Station.*

THE complete reduction of the French ſettlements in North

America, enabled the Miniſtry to draw a very conſiderable military force to the Weſt Indies, where it was reſolved to make a very powerful attack upon ſuch iſlands as ſtill remained under the dominion of his Moſt Chriſtian Majeſty. For this purpoſe, eleven battalions were aſſembled in the month of Auguſt, on Staten iſland, near New York. The command of this army was given to Major-General Monckton, (See Note 186.); and every thing being got ready, they ſailed for Barbadoes the end of October, under convoy of a ſtrong ſquadron of ſhips of war, commanded by Captain Darby of the Devonſhire. Colonel James Grant, who had been ſent with a conſiderable detachment of troops to Charleſtown in South Carolina in 1761, in order to chaſtiſe the Cherokee Indians, who had been troubleſome to the ſettlers in the interior parts of that province, having performed that ſervice, was ordered to embark all the troops that could be ſpared from Carolina, and to join the army at Barbadoes.

Rear-Admiral Rodney † was ſent from England early in October, with ſeveral capital ſhips, to join thoſe under Sir James Douglas, and to aſſume the command of the ſquadron there. Lord Rollo had received orders to collect ſuch troops as could be ſpared from the different garriſons in the Weſt Indies, and, with the troops already under his command, to join the army under General Monckton at Barbadoes; at which iſland Rear-Admiral Rodney arrived the 22d of November 1761, and, between that time and the 9th of December, the reſt of his ſquadron joined him. Here he found Sir James Douglas with part of his fleet, which, as ſoon as they were completely watered and victualled, he detached to block up the iſland of Martinico. Admiral Rodney, while at Barbadoes, hired ten ſloops, which he manned and armed. Theſe he ſent partly to cruize off the iſland of Euſtatia, to prevent the Dutch from affording the French any ſupplies of naval and military ſtores and proviſions, and partly to cruize off Martinico; and, as they drew but little water, had orders to look into all the ſmall harbours on the windward ſide of the iſland, and to endeavour to cut out any veſſels they might find there. He likewiſe wrote to all the Governors of the iſlands belonging to Great Britain, informing them of the arrival of the armament, and its deſtination, and entreating them to lend all the aſſiſtance in their power to the enterprize. On which the Governor of Barbadoes laid an embargo on the iſland, in order to conceal from the enemy what was going on there; and two corps were raiſed, the one conſiſting of five hundred white, and the other of ſix hundred black men, who joined the army. The Admiral endeavoured all in his power to obtain ſeamen who could ſerve as pilots at Martinico, and to ſuch he offered large premiums. On the 14th of December, the Temeraire and Acteon ſhips of war joined the Admiral with a body of troops from the iſland of Belleiſle, under the command of Brigadier-General Rufane; and on the 24th of that month, General Monckton, with the army from North America, arrived in Carliſle bay, as did, ſoon after, Lord Rollo, with the corps under his command.

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† Afterwards Lord Rodney, and Admiral of the White.

The whole of the troops being now arrived, the Admiral and General, with the proper officers, were buſied in making the neceſſary arrangements for the enterprize, and in giving the troops all the refreſhment in their power; which being done, this grand armament, conſiſting of upwards of thirteen thouſand land forces, (See Note 186.) and a fleet of ſixteen ſail of the line, many frigates, ſloops of war, bomb-ketches, hoſpital ſhips, and tranſports, (See Note 186.) ſailed from Carliſle bay on the 5th of January 1762, and on the 7th joined Sir James Douglas off the iſland of Martinico. It was a moſt unpardonable neglect, that the bays and landing places of this iſland had not been properly examined, and accurate charts of them made out for each ſhip. There ſeems likewiſe a great want of information, both as to the iſland itſelf, the ſtrength of the garriſon, and of the works the enemy had erected ſince the attempt made on the iſland in January 1759. This country is extremely mountainous in the centre, whence iſſue numberleſs large ſtreams of water, which, in the hurricane months, are ſwelled to violent torrents. Theſe have, in their way to the ſea, worn deep channels for themſelves; ſo that the country is every half mile interſected by deep ravines or gullies, with ſteep rocky ſides, having water running at the bottom, which in many places is but barely fordable. Theſe fords are rendered difficult to paſs, from the number of large ſtones which the torrents have rolled from the ſides of the mountains. In making war here, great precaution is neceſſary; a landing muſt be effected as near the fortified places deſigned to be attacked as poſſible, as the tranſporting of cannon, ammunition, and all the ſtores requiſite to carry on a ſiege to any diſtance, acroſs ſuch a rugged country, is abſolutely impracticable. In the firſt part of the operations againſt Martinico, this does not ſeem to have been attended to, until experience pointed it out; for, inſtead of making for the great Bay of Fort Royal, with the fleet and army, Admiral Rodney detached five ſail of the line to that bay, and ordered one of the ſhips to hoiſt a ſimilar flag to his. In order (at the ſame time) to diſtract the enemy's attention, and haraſs their troops, he ſent five large frigates off La Trinité, on the oppoſite ſide of the iſland. Both theſe detachments were to make a feint of landing troops; and with the remainder of the fleet, he came to an anchor in St Anne's bay, the beſt harbour on the weathermoſt part of the iſland.

Sir James Douglas, with his diviſion, ſtood cloſe in, and ſilenced the batteries; in performing this ſervice, we had the misfortune to loſe the Raiſonable, by her running on a little reef of rocks of which the pilot was entirely ignorant, as ſhe was leading in for one of the enemy's batteries. Her people, ſtores, and guns, were ſaved. Here a part of the army was landed; but the General ſoon found that it would be impoſſible to march round to Fort Royal from this ſpot: and information having been received both by him and the Admiral, that ſince the deſcent made on this iſland in 1759, the enemy had erected fortifications from Negro Point, a conſiderable way down that ſide of the bay of Fort Royal, it would be in vain to attempt making a deſcent there. The account given of the ſtrength of theſe new works was greatly exaggerated; but, in conſequence of this report, a new plan was propoſed, which was, to land the army at St Lucy, on the oppoſite ſide of St Ann's bay, and to march acroſs the iſthmus to Groſs Point, ſo as to be able to reduce Pigeon Iſland; which being done, the ſhips of war could with ſafety anchor on the eaſt ſide of Fort Royal bay, and attack the citadel. But when it was conſidered with what difficulty cannon, ſtores, and proviſions, could be conveyed acroſs this part of the iſland, in which there was alſo a great ſcarcity of water, this plan was ſoon relinquiſhed.

The General reſolved, however, to attempt the reduction of Pigeon Iſland from the eaſt ſide. Accordingly, a detachment of the fleet was ſent under Commodore Swanton, to Ance Darlet, accompanied by two brigades of foot, commanded by Brigadier Generals Haviland and Grant, and a corps of light infantry under the command of Lieutenant-Colonel Scott. The Commodore having ſoon ſilenced the enemy's batteries, the troops were landed, and marched to the heights oppoſite to Pigeon Iſland. On the 10th, Captain Hervey†, in the Dragon, was ordered into the Grand Ance, where he ſilenced a ſtrong fort, landed his marines, and took poſſeſſion of it; but, ſoon after, a detachment of eight hundred men, under Lieutenant Colonel Melvill, relieved them. He was detached by Brigadier-General Haviland to take poſt there, in caſe it ſhould be found neceſſary to march his corps to ſecure that place. As he perceived that it would not be an eaſy matter to accompliſh the deſign on which he was ſent; he acquainted General Monckton, that he had taken poſt on the high ground oppoſite to the fort on Pigeon Iſland, within the range of the enemy's ſhells; and finding the road impaſſable for cannon and mortars neceſſary for the reduction of that iſland, he was of opinion, that he had beſt march to Ance Darlet, re-embark the troops under his command, and there, with Commodore Swanton, wait farther orders. While on this ground, the light infantry were attacked, in the dead of night, by three companies of grenadiers, ſome freebooters, negroes, and mulattoes, which the enemy had paſſed over from Fort Royal; but they were ſo warmly received,

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† Afterwards Earl of Briſtol, and Vice-Admiral of the Blue. He died in 1779.

that they made a precipitate retreat, leaving ſome dead, and having a ſerjeant and three of their grenadiers taken priſoners; the Britiſh troops did not ſuſtain any loſs.

The Admiral and General finding that all their operations hitherto, had not forwarded their deſign of reducing the iſland, reſolved to alter their mode of attack. The batteries at St Ann's were blown up, the troops were embarked, and, with the war ſhips, proceeded to Ance Darlet, where they joined Brigadier-General Haviland, and altogether proceeded to the bay of Fort Royal, where they came to an anchor. The Admiral and General, attended by the proper officers, went and examined the coaſt with the greateſt attention; and having fixed on a ſpot on the weſt ſide of the bay, where there appeared a poſſibility of their being able to make a deſcent, every thing was got in readineſs accordingly. Various feints were ordered at different parts of the iſland, which had a very good effect. In the night of the 15th of January, the grenadiers were diſtributed on board ſome of the line of battle ſhips, that they might be ready to diſembark in an inſtant. Nine other line of battle ſhips were at the ſame time ordered to range along the ſhore, and attack the enemies batteries. Early in the morning of the 16th, the ſhips moved to their reſpective ſtations, and ſoon commenced a very warm cannonade. In the mean time, all the flat-bottomed boats were got ready to receive the troops; and the ſhips having ſilenced the batteries by noon, the Admiral made the ſignal for the troops to prepare to land, and ſoon after to repair to the rendezvous. Here they were ranged into three diviſions. The right wing was commanded by Captain Shuldham; ‡ the centre by Commodore Swanton ‖, who ſuperintended the debarkation; and the left wing by Captain Hervey. On the ſignal being made, they puſhed boldly for the ſhore, made good their landing without any loſs, in Cas des Navieres bay, and formed in the greateſt order on the beach. The grenadiers, in three bodies, commanded by Lieutenant-Colonels

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† Afterwards Lord Shuldham of the Kingdom of Ireland, and Admiral of the White. He died in 1798.

‖ Afterwards Rear-Admiral of the Blue

lonels Fletcher, Maſſey, and Vaughan, led the van. The light infantry, commanded by Lieutenant-Colonel Scott, and Major Leland, followed; and laſtly, the battalions in brigades. By ſun-ſet, about two-thirds of the army were diſembarked, and the remainder early next morning; at which time, the Admiral alſo reinforced the army with a corps of marines, which were formed into two battalions of four hundred and fifty men each, and ſent on ſhore ſuch requiſites as the army ſtood in immediate need of. General Monckton formed his army on the heights above Cas des Navieres bay; and as ſoon as the tents could be landed, they encamped there.

The troops had many difficulties to encounter before they could lay ſiege to Fort Royal, which was now full in their view, at four miles diſtance. The vigorous fire from the ſhips had made the landing an eaſy matter; but in advancing towards the citadel, great caution was neceſſary. The whole country was a ſort of natural fortification. The enemy's regular troops, indeed, were not many; but the militia and people of colour were, from their numbers, truly formidable. They were not only well armed, but well ſkilled in the only kind of war which could be carried on in a country like this, full of ſteep woody mountains, ſeparated by deep ravines, having torrents of water at the bottom; every acceſſible place guarded and fortified with cannon, and all the heights ſtrongly intrenched, particularly Morne Tortenſon, and Morne Garnier, two high hills, which may be conſidered as out-works to the citadel of Fort Royal, which they ſo entirely commanded, that when theſe were carried, it was no longer tenable; and until they were in our poſſeſſion, no attack could be formed againſt the fort with any probability of ſucceſs. In order to attain this point, the General found it neceſſary to erect batteries, under cover of whoſe fire the troops might attack the poſts on the firſt of theſe eminences; upon which (when carried) batteries muſt be erected to drive the enemy from Morne Garnier. The enemy, ſenſible of the importance of both theſe ſtrong poſts, had ſpared no pains in fortifying them with redoubts and very ſtrong intrenchments; in the face of which works, our troops had to march in order to attack them. The General and Admiral ſent letters to the Secretary of State, and to the Admiralty, containing an account of the army being landed, and the ſteps they were purſuing for attacking the citadel of Fort Royal, by the Honourable Captain Robert Boyle Walſingham, of his Majeſty's ſhip the Modeſte, who met with a moſt gracious reception from his Majeſty.

While the batteries neceſſary for the grand attack were erecting, the army continued encamped on the heights above Cas des Navieres; and the Admiral not only landed the artillery, but ſent on ſhore a large body of ſeamen, who found no difficulties in tranſporting the heavieſt cannon and mortars up the ſteepeſt mountains, to a very conſiderable diſtance from the ſea, and acroſs the enemy's line of fire. The gallant behaviour of the naval officers and ſailors, on this dangerous ſervice, could only be equalled by the cheerfulneſs and diſpatch with which it was executed.

The batteries being completed, General Monckton made the neceſſary diſpoſitions for attacking the enemy's poſts on Morne Tortenſon. On the 24th of January, at break of day, the troops advanced under cover of a briſk fire from the batteries: the grenadiers, under Brigadier-General Grant, began the action, by attacking the enemy's advanced poſts. Brigadier Rufane on the right, with his brigade and the marines, were ordered to advance and attack the redoubts along the ſea-coaſt, a thouſand ſeamen in flat-bottomed boats rowing up as he advanced.—Lord Rollo's brigade ſupported the grenadiers. Brigadier Walſh with his brigade ſupported the light infantry under Lieutenant-Colonel Scott, who were ordered to attack the left of a plantation, and to endeavour to get round the enemy. The light infantry effected their point; and while the grenadiers were driving the enemy from poſt to poſt, they got upon their left flank, which helped not a little to complete their rout. The ſtrong works the enemy had erected, were now ſucceſſively attacked, with ſuch irreſiſtible impetuoſity, that, by nine o'clock, our troops were in poſſeſſion of them all; together with the ſtrong ground of Morne Tortenſon, whereon were ſeveral redoubts mounted with cannon, and moſt advantageouſly ſituated. The enemy retired in the greateſt confuſion to Morne Garnier, a ſtill higher hill than Morne Tortenſon, and ſeparated from it by a deep ravine, covered with a very thick bruſh wood, and a rivulet at the bottom. From this poſt the enemy boaſted they could not be driven: they had, indeed, been at uncommon pains in adding to its great natural ſtrength, every thing which art could deviſe to render it ſtill ſtronger. The ſpirit of the grenadiers in this attack was ſuch, that ſome of them purſued the enemy to the bridge of the town of Fort Royal, and brought off ſome priſoners from thence. While the attack juſt mentioned was going on, Brigadier Haviland, with his brigade, two battalions of Highlanders, and a corps of light infantry commanded by Major Leland, had orders (from the reported practicability of the paſſage) to croſs a ravine a good deal to the left, attack a body of the enemy who were poſted on ſeveral heights oppoſite to him, and endeavour to get in on their left flank; in order by this means to divide their force, in caſe they choſe to ſupport this poſt.

Although this corps began their march at two o'clock in the morning, yet they found ſo many difficulties to ſurmount, that notwithſtanding all their endeavours, it was late before they could get acroſs the ravine. When General Monckton found that the enemy were giving way on all ſides, he ordered Lieutenant-Colonel Scott's light infantry, Brigadier Walſh's brigade, and a diviſion of the grenadiers, to a plantation more to the left, where Brigadier Haviland was to have come down. They drove off ſome of the enemy poſted there; and the light infantry poſſeſſed themſelves of a very advantageous poſt, oppoſite to Morne Garnier. To ſupport them, the General ordered Brigadier Haviland's corps (which now paſſed the ravine) to their right; while the diviſion of grenadiers under Brigadier Grant, and Walſh's brigade, kept poſſeſſion of this upper plantation, which communicated with Brigadier Haviland's corps. The marines which the General had taken from Brigadier Rufane, were poſted to cover the road between the two plantations.

The 25th, batteries were begun on Morne Tortenſon to play againſt the citadel of Fort Royal; but the troops were ſo much annoyed on this and the 26th, by the enemy's fire from Morne Garnier, that the General came to the reſolution to attack this poſt immediately; and to begin his operations to the left where Brigadier Haviland was poſted, there to erect batteries againſt thoſe of the enemy which ſo much annoyed our troops. An attempt to force this poſt muſt have been attended with conſiderable loſs; but which, owing to the raſhneſs of the enemy, was luckily prevented; as, on the 27th, about four o'clock in the evening, they, under cover of their batteries, and with the greateſt part of their force, had the temerity to attack the two corps of light infantry, and Brigadier Haviland's brigade, in the poſts they occupied; by whom, however, they were received with ſuch ſteadineſs, that they were immediately repulſed. Such indeed was the ardour of the Britiſh troops, and ſo eager were they in the purſuit of the enemy, that they paſſed the ravine along with them, ſeized their batteries, and took poſt there: they were preſently reinforced by Brigadier Walſh's brigade, and the diviſion of the grenadiers under Brigadier Grant, who, immediately on the attack, had marched to ſupport them. Night was now come on; but Major Leland moving on to the left with his light infantry, and finding no oppoſition, continued his route towards the enemy's redoubt, on the ſummit of Morne Garnier, and took poſſeſſion of it; the enemy (except a few grenadiers who were made priſoners) having abandoned it on his approach. Their regular troops retired to the citadel, and the militia diſperſed into the country. Thus, by a happy preſence of mind, was a defenſive advantage improved in the nick of time, to a ſucceſsful attack; and, by mingling with the enemy in their retreat, or rather flight, our troops preſſed ſo cloſe upon them, that by nine at night, they had driven them from all their poſts, and were in complete poſſeſſion of Morne Garnier, which entirely commanded the citadel. On hearing of Major Leland's ſucceſs, Brigadiers Walſh, Grant, and Haviland, marched immediately with their corps to the ſupport of the light infantry. So precipitate was the enemy's flight, that they left a mortar loaded, and eight or nine guns unſpiked, with a quantity of ammunition and proviſions. The cannon and mortar were turned againſt the citadel in the morning.

The General being now in poſſeſſion of this advantageous poſt, from whence the enemy had ſo much annoyed our people; and having completed two batteries on Morne Tortenſon, conſiſting of fourteen guns and three mortars, they were opened againſt the citadel on the 30th. But finding that the diſtance was too great, the General ordered poſſeſſion to be taken of Morne Capuchin, not more than four hundred yards diſtant from the fort; and the ſooner to reduce the citadel, he immediately reſolved to erect batteries at both theſe places, while, for the eaſier conveyance of the cannon by water, he cauſed Major Leland, with his light infantry, to take poſt on the river Monſieur. The enemy ſeeing ſuch mighty preparations, judged it prudent to ſurrender, and beat the chamade on the evening of the 3d of February; in conſequence of which, the gate of the citadel was delivered up to his Majeſty's forces, the evening of the 4th; and at nine in the morning of the 5th, the garriſon marched out, agreeable to the terms of capitulation. (See Note 186.) It conſiſted of about eight hundred men, grenadiers, marines, militia, and freebooters. About one hundred and fifty were killed or wounded during the ſiege. The place might have held out ſome time longer, as, before it could have been ſtormed, a breach or two muſt have been made in the walls. The enemy, in the ſeveral attacks, had not leſs than a thouſand men killed, wounded, or made priſoners; among the latter, ſome of the principal inhabitants, who were taken on the 24th.

M. de la Touche, the Governor-General, after leaving a garriſon in Fort Royal, retired with the remainder of his forces to St Pierre; without once ſending to enquire after his killed, wounded, or priſoners. Immediately upon the citadel's ſurrendering, a deputation from moſt of the quarters of the iſland came in, deſiring to capitulate, M. de la Touche having refuſed them his permiſſion to enter into terms. The 7th, the capitulation, was ſigned, to which ſeveral of the other quarters of the iſland daily acceded. On the 7th, Pigeon Iſland was ſummoned ed to ſurrender, with which its Commandant immediately complied, on the ſame terms with thoſe granted to the citadel, cannon excepted. On the 28th of January, General Monckton learning that M. Nadau D'Etreil, late the French Governor of the Iſland of Guadaloupe, was at a houſe about two leagues off, he thought it neceſſary to ſend and make him priſoner. This unfortunate gentleman had been very ill treated by M. de la Touche, whoſe conduct in the defence of Martinico, was much inferior to that diſplayed by M. Nadau in the defence of Guadaloupe.

With the important intelligence of the ſurrender of Fort Royal, General Monckton ſent home his ſenior aid-de-camp, Major Gates, (the ſame who was afterwards a General Officer in the army of the American rebels); as did the Admiral Captain Darby of his Majeſty's ſhip Devonſhire. They met with a moſt gracious reception from his Majeſty, and had each a preſent of 500l. to buy a ſword.

The General gave the neceſſary orders to repair the citadel of Fort Royal, and was making the utmoſt diſpatch for attacking St Pierre; when two deputies arrived on the 12th of February, offering terms of capitulation for the whole iſland, on the part of M. le Vaſſor de la Touche, the Governor General. On the 13th, they received the General and Admiral's anſwers to their propoſals, which they carried to St Pierre's; and, on the 14th, returned with the capitulation ſigned, (See Note 186.); in conſequence of which, General Monckton left Fort Royal on the 15th, with the grenadiers of the army, and the ſecond brigade; and, on the 16th, took poſſeſſion of the opulent city of St Pierre, and all the poſts and batteries in its neighbourhood. The French Governor was in a great meaſure compelled to take this ſtep; for immediately on the ſurrender of Fort Royal, the Admiral had detached the Honourable Captain Hervey in the Dragon, and ſome other ſhips, to the harbour of La Trinité. The Captain landed his marines and five hundred ſeamen, and took poſſeſſion of the place; on which all the quarters in that part of the iſland ſubmitted to the Britiſh arms. This greatly diminiſhed the force under M.

de la Touche; but ſtill he would not propoſe any terms until he found that the Admiral and General were coming againſt St Pierre, with their whole force; when, the inhabitants dreading the ſame fate to their capital, as that which befel the capital of Guadaloupe in 1759, beſeeched the Governor to propoſe terms of capitulation, and even gave him to underſtand that they would no longer aid him in the defence of the place; on which he ſent his brother, and a General Officer, with his terms.

With an account of the ſurrender of the iſland of Martinico, General Monckton ſent home his aid-de-camp, Captain Ricaut, who was graciouſly received by his Majeſty; had a preſent of 500l. given him to buy a ſword, and was ſoon after promoted to the rank of Major.

While meaſures were purſuing for the reduction of the iſland of Martinico, the Admiral ſent ſome ſhips under the command of Commodore Swanton, to block up the iſland of Grenada. (See Note 187.) And as ſoon as Martinico had ſubmitted, Commodore Swanton received a reinforcement of ſhips, who eſcorted thither the fifth brigade, with Lieutenant-Colonel Scott's Light-infantry. Theſe troops were commanded by Brigadier-General Walſh; who arriving off Grenada the 3d of March, he next day ſent Lieutenant-Colonel Scott aſhore with a letter to the Governor, ſummoning him to ſurrender. This he poſitively refuſed, in like manner as he had done a ſummons received from Commodore Swanton, before the troops arrived. The inhabitants, however, perceiving their deſtruction inevitable if they held out, and being aſſured that they would not obtain ſuch favourable terms at any future time as at the preſent, they ſigned a capitulation on the 4th. A very ſtrong poſt, which commanded the fort, was occupied by the Governor, aided by his garriſon of regular troops, and ſome freebooters who ſtill ſtood on their defence. On the 5th, General Walſh landed with the grenadiers, the light-infantry, and the twenty-ſeventh regiment, and immediately took ſuch ſteps as muſt ſoon have obliged the Governor to ſurrender: but he ſaved the General any further trouble; for, finding himſelf abandoned by the inhabitants, his communication with the country, and every ſupply, cut off, he ſurrendered at diſcretion, without firing a gun. With this iſland alſo ſurrendered the Grenadillas, a cluſter of iſlands, two of which (Carriacou and Bequia) are near as large as the iſland of Antigua. General Walſh appointed Lieutenant-Colonel Scott, Governor of this new conqueſt, leaving the ninety-fifth regiment as a garriſon, and returned with the remainder of the troops to Martinico. General Monckton ſent home his Aid-de-camp, Captain Wood, with the news of this conqueſt, who was graciouſly received by his Majeſty, and ordered to be preſented with 500l. to buy a ſword. The loſs the Britiſh troops ſuſtained in the conqueſts they made, was much leſs than could have been expected, conſidering the numbers of the enemy, and the ſtrong country they poſſeſſed, (See Note 187.) every acceſſible part of which was entrenched, and defended by a numerous artillery. (See Note 187.) What negroes were taken from the enemy, before the iſland ſurrendered, were all ſold, and the money ariſing from the ſale divided among the ſubalterns, non-commiſſioned officers, and private men; the Generals, Field-officers, and Captains having generouſly given up their ſhares to them†.

On the 24th of February, the Honourable Captain Hervey was detached with a ſmall ſquadron againſt the iſland of St Lucia. (See Note 188.) His orders were, only to attack it in caſe he found his ſtrength ſufficient to reduce it, and if not ſtrong enough, to make his report to the Admiral. Captain Hervey could not get ſuch a diſtinct account of the enemy's ſtrength or ſituation as he wiſhed, and the entrance into the harbour being now narrow, he could not ſee from without in what manner it was fortified; but he fell on a ſtratagem that procured him the intelligence that he wanted. He ſent in an officer to ſummon M. Longueville, the French Governor, to ſurrender, while he himſelf dreſſed like a midſhipman, accompanied the officer, by way of an interpreter, and was, along with him, conducted into the Fort to the Governor, who declared that he was reſolved to hold out to the laſt extremity. Captain Hervey being now convinced that his ſhips could come very near the fort, he therefore reſolved to enter the harbour next day, and with his cannon, reduce M. de Longueville to reaſon; who no ſooner ſaw the ſhips approach the harbour's mouth, than he offered terms of capitulation, which being ſettled, (See Note 188.), Captain Hervey took poſſeſſion of the fort and harbour, which is one of the beſt in this part of the Weſt Indies. The Captain's orders were, as ſoon as he had reduced St Lucia, which was looked upon as a French iſland, to proceed againſt the iſland of St Vincent's, (See Note 189.) and to inform the Chief or Chiefs of the native Caribs, that he was not come to moleſt them in any ſhape whatever, but to rid them of the yoke which the French had impoſed on them; to compel the uſurpers to retire to Martinico; and aſſuring them, that the King his Maſter would grant them his Royal protection, and maintain them in that ſtate of neutrality to which they were juſtly entitled.

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† A very different conduct was purſued at the ſiege of Guadaloupe, in 1759. The Negroes and other prize goods then taken, were all ſold by a perſon who ſtiled himſelf King's Agent; but the money ariſing from the ſales was never accounted for to the army ſerving there.

On his way to obey theſe inſtructions, he met an expreſs from the Admiral, with orders for Captain Hervey to join him with all expedition. The reaſon of this was, that the French, well aware of how great importance the poſſeſſion of the Weſt Indies Iſlands was to them, and that without a powerful aid, their fall was inevitable, had made a deſperate effort either to relieve ſuch as might be beſieged, or to ſuccour others that might be threatened with an attack, in ſuch a manner as would make us either abandon the deſign, or buy the conqueſt very dear. For this purpoſe, they had fitted out at Breſt ſeven ſail of the line and three frigates, the command of which was given to M. de Blenac; and on board of this ſquadron (See Note 190.) they had embarked ſeven battalions of infantry. The troops were commanded by the Viſcount de Belſunce: he was accompanied by Chevalier de St Croix, who had been appointed Governor of St Domingo. This ſquadron had the good fortune to eſcape out of Breſt in abſence of Commodore Spry, who had a few days before been blown off the coaſt. On his return to this ſtation, he perceived that the enemy's fleet, availing themſelves of his abſence, had ſtole out. He tried to overtake them; but they having got too far ahead of him, he gave over the purſuit, and diſpatched the Aquilon frigate to the Weſt Indies, in order to put Admiral Rodney on his guard. Had the Aquilon arrived a few days ſooner, it is probable this French ſquadron had been either taken or deſtroyed; but the firſt notice of their arrival in the Weſt Indies was announced by their appearance off La Trinité on the windward ſide of Martinico on the 8th of March. In the evening they ſent a boat to the ſhore with an officer in it to gain intelligence. They did not land, but ſpoke to a French planter, who was attending ſome Negroes at work in a field. The ſquadron laid to till about one o'clock on the 10th, when they put before the wind, and came almoſt within cannon-ſhot of La Trinité, inſomuch that Major Gordon Graham, who commanded there with the ſecond battalion of Royal Highlanders, thought they were going to land; but they changed their courſe and ſtood for the iſland of Dominica. At this time Admiral Rodney's fleet was much diſperſed; part being off the Grenades with Commodore Swanton, part with Captain Hervey, and a part with Sir James Douglas, cruizing off the Salinas. Such being the ſituation of affairs, when Admiral Rodney received advice that M. de Blenac was on the coaſt, he immediately ſent orders to Commodore Swanton and Captain Hervey to join him off the Salinas, and, with the few ſhips he had with them, he left Martinico, joined Sir James Douglas, and went in queſt of the French ſquadron. Commodore Swanton and Captain Hervey joined him without delay; ſo that, in the courſe of a few days, he found himſelf at the head of a powerful fleet, but could obtain no account of the enemy; he ſoon after learned, that they had been ſeen from St Chriſtopher's ſteering to the weſtward; a circumſtance which put it beyond doubt, that they had gone to Cape François. The Admiral returned to Martinico, where he found the Aquilon frigate, who, furniſhing him with certain accounts of the ſtrength of the enemy's fleet, he ordered the ſquadron to be watered and got ready for ſea with the utmoſt diſpatch.

It was a moſt fortunate circumſtance, that M. de Blenac had ſailed from Breſt before the French Miniſtry received information of Spain's reſolution to take a part in the war; for ſoon after his appearance off Martinico, Rear-Admiral Rodney received letters from Captain George Johnſtone, of his Majeſty's ſloop the Hornet, dated from Liſbon, into which port the Captain had carried a ſmall French privateer which he had taken. From the Commander of this veſſel, Captain Johnſtone learned of the certainty of a rupture between Great Britain and Spain. This was confirmed a few days afterwards by the Spaniſh Ambaſſador at Liſbon receiving diſpatches from Madrid, in which was a copy of Spain's declaration of war againſt Great Britain; on which Captain Johnſtone immediately victualled and manned his prize, and ſent her off expreſs with letters to Admiral Rodney in the Weſt Indies, where ſhe had the good fortune to arrive in twenty-three days: the officer who commanded her brought along with him a copy of the King of Spain's order of December 10th 1761, for ſeizing all Britiſh veſſels in Spaniſh ports†. On this, Admiral Rodney gave orders to his ſquadron to take all Spaniſh veſſels whatever: ſoon after which, a tender belonging to the Dublin captured a packet-boat, carrying diſpatches for the Spaniſh Governors in the Weſt Indies, adviſing them of the declaration of war againſt Great Britain. This capture was of the utmoſt importance, as by means of it the Spaniards in the Weſt Indies remained entirely ignorant of what was tranſacting in Europe, while Britain was fully acquainted with what had been done.

The Right Honourable George Grenville was ſo well pleaſed with Captain M'Laurin's conduct, that he ordered him a preſent of 200l.

While

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† This prize he put under the command of the Maſter of the Hornet, Mr (afterwards Captain) John M'Laurin. He delivered Captain Johnſtone's letter to Admiral Rodney, on the 18th of January 1762; this was ſix weeks prior to the Admiral's receiving advice of the Spaniſh war from England.

While the fleet was watering, Admiral Rodney received letters from the Governor of Jamaica, informing him of Rear-Admiral Holmes's death, and requeſting that ſome troops and ſhips might be ſent immediately for the defence of the iſland, as a ſtrong ſquadron of Spaniſh ſhips of war had arrived at the Havannah, which made them very apprehenſive of an attack from the combined forces of France and Spain; and concluding, from the above cauſe, that the latter had taken a decided part againſt Great Britain. Admiral Rodney communicated this intelligence to General Monckton, who, having no orders to that purpoſe, was very much at a loſs how to proceed. The Admiral thought the emergency ſo great, that he reſolved to go himſelf with a conſiderable part of his ſquadron to that iſland, and diſpatched a frigate expreſs to Commodore Forreſt (who, ſince the death of Admiral Holmes, commanded his Majeſty's ſhips at Jamaica), by which he informed him of the arrival of a French ſquadron in the Weſt Indies, and requeſting the Commodore to join him off Cape St Nicholas with all the ſhips he could muſter, as he was determined to block up the enemy in ſuch of their ports as he ſhould find them at. He at the ſame time deſired to be informed of every particular relative to Jamaica, in order that he might be the better enabled to take the proper meaſures for its preſervation. The ſquadron was ordered to rendezvous at the iſland of St Chriſtopher's, that he might ſelect the ſhips he deſigned ſhould accompany him. Before he had got every thing ready for ſailing, the Richmond frigate, Captain Elphinſtone, arrived there from England on the 26th of March, who brought out orders to the Admiral and General Monckton, not to proſecute any deſigns they might have planned, as his Majeſty had thought proper to order a grand ſecret expedition to the Weſt Indies, to which every operation muſt give way, and in which both ſervices muſt join, in order to increaſe its force as much as poſſible. But the Admiral not being quite eaſy as to the ſafety of Jamaica, and as the ſquadron on that ſtation was likewiſe to be included in the grand expedition, he reſolved to ſend a large reinforcement of ſhips under the command of Sir James

Douglas, (See Note 191.) to that iſland, with orders to get the ſquadron there ready for ſea as ſoon as poſſible, in order to join Sir George Pocock: which being done, Admiral Rodney detached a part of his fleet to cruize off the Spaniſh Main, under the command of Commodore Swanton, and then returned with the remainder to St Pierre's in Martinico, to wait the arrival of Admiral Pocock; having, in the mean time, ſent a frigate to meet him at Barbadoes.

The cruizers of Admiral Rodney's ſquadron captured but few conſiderable prizes. The Acteon took a Spaniſh regiſter ſhip on the 4th of February, off Tobago, laden with cannon, gun-powder, ſmall arms, and ordnance ſtores, bound for La Guira.

The Ferret ſloop of war, commanded by Captain Peter Clarke, being on a cruize to the windward of the iſland of Porto Rico, took a Spaniſh ſloop, the maſter of which, on condition that his veſſel ſhould be reſtored to him, promiſed to ſhow Captain Clarke a Spaniſh ſhip of great value at anchor not far off; but as ſhe mounted twenty-four guns, and had a great many men, he was afraid ſhe might prove an overmatch for the Ferret. The terms being agreed on, as ſoon as the ſhip was diſtinctly ſeen, the ſloop was reſtored. Captain Clarke found much difficulty to get at the enemy, whoſe ſhip was at anchor in a bay, behind a reef of rocks and a ſand-bank; ſo that to get cloſe at her, was attended with great hazard. For three days he plied off and on, and ſent his boats during the night to ſound the bay, when they at laſt found a channel of fifteen feet water. Small as this depth was, Captain Clarke being reſolved to make trial of it, he early next morning entered its channel, and ſtood for the enemy, who, as ſoon as the Ferret came within reach of their guns, kept up an inceſſant, but ill directed fire on her. When the Ferret had got within point-blank ſhot, ſhe unluckily touched the ground; but her broadſide bearing on the enemy, ſhe returned their fire with great briſkneſs for near two hours, when the enemy, having firſt hauled down their colours, took to their boats, and abandoned their ſhip. Captain Clarke immediately ſent his

boats

boats on board: She was bound from the Caraccas to Cadiz, and proved a very valuable prize. It is ſuppoſed that the enemy's loſs of men muſt have been conſiderable, as much blood was found on the decks; but they had carried off their killed, as well as wounded. The Admiral was ſo well pleaſed with the behaviour of Captain Clarke and his crew, that he went on board and returned them his thanks. The Captain was ſoon after appointed to a poſt ſhip. This fleet was reinforced the end of the year, (See Note 192.) and a flag ſent out to Commodore Swanton.

## WEST INDIES.—*Jamaica Station.*

In order to underſtand diſtinctly the tranſactions in this part of the world, we ſhall begin with giving an account of ſuch operations as happened previous to the arrival of Sir George Pocock. Rear-Admiral Holmes dying the 24th of November 1761, the command devolved on Captain Arthur Forreſt, of his Majeſty's ſhip Centaur. Owing to the activity of the Britiſh cruizers, the enemy's trade was quite deſtroyed; and if the Dutch had not aſſiſted them, they would have found it a difficult matter to have diſpoſed of the produce of their colonies.

The Fowey *, commanded by Captain Joſeph Mead, on her voyage from Martinico to Jamaica, fell in with the Ventura, a Spaniſh frigate of twenty-ſix twelve pounders, and three hundred men, off Cape Tiberoon. Captain Mead immediately bore down and attacked her cloſely. The enemy returned the fire very briſkly; when, after engaging an hour and a half, both ſhips were ſo much damaged, that they ſheered off to repair their rigging. This completed, Captain Mead commenced the action again; but it being now ten o'clock at night, and extremely dark, he found it impoſſible to get his ſhip placed againſt his antagoniſt as he wiſhed. He therefore gave over firing

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* The Fowey mounted only twenty-four nine-pounders, and had one hundred and thirty-five men.

ing until day-light, when he determined to renew the action. Next morning, as ſoon as he got ſight of the Ventura, he once more bore down, and engaged her until half an hour after eight, when, being very much damaged in her hull, maſts, yards, and rigging, the enemy ſtruck. She had forty men killed, and a great many wounded. The Fowey had ten men killed, and twenty-four wounded.

On the 3d of April, the Huſſar, commanded by Captain Carket, attacked four French ſhips at anchor, under a fort in Tiberoon bay: one, mounting ſixteen guns, he burned; another of fourteen guns, he ſunk; and cut out the other two, viz. one of ſixteen, and the other of twelve guns, both of them laden with flour and indigo. In this attack, the Huſſar had one man killed, and twelve wounded. The enemy had ſeventeen men killed, and thirty-five wounded; moſt of their crews eſcaped on ſhore in their boats. The Huſſar, being on a cruize off the iſland of Hiſpaniola, in the month of May, had the misfortune to ſtrike on a rock, and was wrecked: three of her crew were drowned; the reſt were ſaved, and ſoon after ſent to Jamaica.

Intelligence was brought to the Commodore, of the arrival of M. de Blenac with a French ſquadron at Cape François, by the Merlin ſloop, commanded by Captain Carteret, who was cruizing off that port when the enemy's fleet made its appearance. It happened to be night; and the ſloop not anſwering the private ſignal, expected every minute to be taken, as, from the ſignals made by M. de Blenac, ſome of his ſhips were ordered to chaſe. But the Captain fell on a ſtratagem which ſaved his ſhip. He hoiſted a number of lights, and kept firing his guns as if he had been making ſignals to his own Admiral or Commodore. This ſcheme ſucceeded to his wiſh; the chaſing ſhips were recalled; the French ſquadron made for the Cape with all the ſail they could crowd, and entered that port in ſuch confuſion, that the Dragon of ſixty-four guns, one of their ſquadron, run on a ſand-bank, and was loſt. So large a fleet, and ſuch a number of troops as they brought with them, greatly alarmed the iſland of Jamaica, which dreaded an attack from the combined forces of France and Spain, eſpecially when they learned that the latter had a very ſtrong fleet at the Havannah. The Governor and Council immediately reſolved to make application to General Monckton and Admiral Rodney for aſſiſtance. Orders having arrived about this time from England, reſtricting the General and Admiral from engaging in any new enterprize, no troops could be ſpared; but Admiral Rodney judging it abſolutely neceſſary for the ſecurity of the iſland of Jamaica, to have a ſtrong fleet there, diſpatched Sir James Douglas with ten ſail of the line, to take the command of the fleet on the Jamaica ſtation, until the arrival of Sir George Pocock.

In order to prevent a junction between the French and Spaniſh fleets, Sir James diſpatched a ſquadron of ſhips (See Note 191.) under the command of the Honourable Captain Hervey, to block up the French ſquadron in Cape François; which ſervice he performed with great activity. Soon after M. de Blenac's arrival, he wrote to the Governor of the Havannah, acquainting him of hoſtilities having commenced between Great Britain and Spain, and offering to come with his ſquadron to the Havannah to his aſſiſtance. The Governor, not dreading an attack, declined the offer; and he is reported to have ſaid, that he would as ſoon ſuffer a Britiſh ſquadron to enter the port as a French one. Sir James Douglas exerted himſelf as much as poſſible to get the fleet at Jamaica ready for ſervice, and ſailed with it to the general rendezvous off Cape Nicholas; to which place Captain Hervey and his ſquadron were alſo ordered; and there they joined Sir George Pocock, of whoſe appointment and operations we ſhall now ſpeak.

As ſoon as it was known for certainty, that a rupture with the Court of Madrid was unavoidable, the Britiſh Miniſtry determined to avail themſelves of the large body of land forces which was then in the Weſt Indies, by attacking the Spaniards, as they had done the French, in ſome of their principal ſettlements, and they reſolved to begin with the Havannah. This place was juſtly looked upon as the key to the Spaniſh ſettlements in the Weſt Indies; and as it in a great meaſure cut off all communication between the colonies and the mother country,

try, our attaining poſſeſſion of it could not fail to be ſeverely felt by the enemy. No time was to be loſt; but the great difficulty lay in collecting a force ſufficient for an enterprize of ſuch importance. Orders were ſent to General Monckton, to collect all the troops that could be ſpared from that part of the Weſt Indies, which were reckoned at eight thouſand men; four thouſand were to be ſent from England; about two thouſand were expected to be drawn from Jamaica; and Sir Jeffrey Amherſt having orders ſent him to raiſe ſome men for this ſervice in North America, theſe, with what regular troops he could ſpare, were eſtimated at four thouſand; ſo that the army deſtined againſt the Havannah, when joined by the troops expected from North America, might be about fifteen or ſixteen thouſand effective men, (See Note 193.) As already mentioned, the army deſtined on this ſervice was to be commanded by the Earl of Albemarle, and the fleet by Admiral Sir George Pocock. No more than five ſail of the line were to accompany the Admiral and General from England.

The troops being embarked, the fleet ſailed from Spithead the 5th of March, and conſiſted of five ſail of the line, (See Note 193.) thirty tranſports, nineteen ſtore and victualling ſhips, and eight ſhips loaded with artillery and ſtores. Off Plymouth, they were joined by the St Florentine and Burford, who were ordered to ſee the fleet a conſiderable way to the weſtward. On the 11th, chaſe was given to a large ſail; and the Valiant coming up with her, ſhe ſtruck, and proved to be the St Prieſt, a French Eaſt India ſhip, of ſeven hundred tons burden, having a crew of two hundred and thirty men, beſides paſſengers, bound from the Iſle of Bourbon to Port L'Orient, and laden with coffee and pepper. The Admiral ſent the Burford to eſcort the prize to Plymouth. One of the ſtore-ſhips run foul of a tranſport, by which ſhe was ſo much crippled, that ſhe was unable to proceed on her voyage. The moſt material of her ſtores were taken out, and the veſſel ſent back to England, under convoy of the Rippon. Soon after, a violent ſtorm ſeparated the fleet, which did not completely unite again until the 20th of April, when the Namur arrived at Barbadoes, after a paſſage of forty-five days. Here the Admiral found moſt of his ſhips; as alſo the Rippon, which, with ſome of the tranſports, had arrived a few days before. A frigate, with letters from Rear-Admiral Rodney, was likewiſe there, with Major Moneypenny, who had been ſent by General Monckton, to inform the Earl of Albemarle of the ſucceſs with which his Majeſty's arms had been attended, and to lay before his Lordſhip a ſtate of the army under his command. On the 24th, the fleet ſailed from Carliſle bay, and arrived in Cas des Navieres bay, in the iſland of Martinico, on the 26th.

Here Sir George Pocock and the Earl of Albemarle aſſumed the command of their reſpective departments, and every exertion was uſed to get all things in readineſs for proceeding on the ſecret expedition. A number of faſcines were made by the ſoldiers, and put on board of tranſports and frigates; and orders were ſent to Sir James Douglas to join Sir George Pocock with the fleet under his command, off Cape Nicholas in the iſland of Hiſpaniola. General Monckton had the offer of the government of Martinico, or to go third in command in the expedition againſt the Havannah. But his health being greatly impaired in the Weſt India climate, he choſe to return to New York, to the government of which he had been appointed. Brigadier-General Rufane was appointed Governor of Martinico. The Earl of Albemarle divided the army into five brigades. (See Note 193.) The four companies of light infantry belonging to the regiments brought from England, and one battalion of grenadiers, were formed into a corps, and the command of it given to Colonel Carleton, now Lord Dorcheſter; while the command of the other two battalions of grenadiers, was given to Colonel (now Lord Viſcount) Howe.

As ſoon as it was determined to ſend the Earl of Albemarle to the Weſt Indies, orders were ſent to the Governor of Jamaica to raiſe two thouſand ſtout negroes for the ſervice of the army, in order to aſſiſt them in their various operations. He was inſtructed, at the ſame time, to endeavour to raiſe a corps of five hundred Negroes, to be formed into a regiment, to act as ſoldiers. Of the former, fifteen hundred were raiſed, and did moſt excellent ſervice during the ſiege; nor did the iſland turn the neceſſities of Government to their own emolument; on the contrary, they were furniſhed for fivepence Sterling per day, although the price of labour was then at fifteen pence Sterling in that iſland. The latter corps, thro' ſome miſunderſtanding with the Governor and principal people of the iſland, did not take effect, except for one company. The Earl of Albemarle, when at Martinico, gave orders for purchaſing eight hundred or a thouſand Negroes in the different iſlands, leſt thoſe ordered to be hired at Jamaica ſhould not be ready to join him.

Every thing being now in readineſs, Sir George Pocock and the fleet ſailed from Martinico the 6th of May; and on the 8th, going through the Mona paſſage, they joined the ſhips under Captain Hervey, who was employed in blocking up M. de Blenac in the harbour of Cape François. On the 17th, they arrived off Cape Nicholas; and, on the 23d, were joined by Sir James Douglas with the ſquadron from Jamaica.

Now it was that the proper method of proceeding againſt the Havannah was concerted. The Admiral had two routes to make choice of. The eaſieſt was to ſail along the ſouth ſide of the iſland of Cuba, get into the tract of the galleons, to come round the weſt end of the iſland, and ſo beat down to the Havannah. This route would require much time; and as ſo very much depended on diſpatch, it is not to be wondered at, that Sir George Pocock took the ſhorteſt, although the moſt hazardous, of the two routes, and reſolved to ſteer on the north ſide of the iſland of Cuba, through the intricate and dangerous paſſage, known by the name of the Old Straits of Bahama, a very narrow navigation, of near ſix hundred miles long. By ſo doing, however, he greatly ſhortened his voyage, and found the enemy unprepared for an attack; at the ſame time that he ſecured the only paſſage by which the French could ſend ſupplies to the Spaniards from Hiſpaniola. By avoiding the currents, and beating up againſt the trade-wind, the Admiral and General hoped to gain ſo much time, as to be able to complete their operations before the hurricane ſeaſon ſet in.

All the neceſſary arrangements being made for landing the army, and every thing properly concerted with the naval officers, the Admiral formed his fleet into ſeven diviſions. He diſpatched Sir James Douglas, in the Centurion, to Jamaica, with orders to haſten the ſhips that were there, and, along with the trade for Europe, to bring ſuch ſupplies of Negroes and proviſions as that iſland could furniſh. On the 27th of May, the Admiral made the ſignal, and the whole fleet, now conſiſting of about two hundred ſail, bore away (See Note 193.) for the Old Straits of Bahama. The precautions uſed in this perilous navigation, cannot be better deſcribed, than is done by Sir George Pocock himſelf, in his letter to the Secretary of the Admiralty, dated Namur off Chorera river, July 14th, 1762, of which the following is an extract:—

" Sir,

" Agreeable to my intentions ſignified to you by my letter, " dated the 26th of May, by the Barbadoes ſloop, I bore away " with the fleet the next afternoon, having the day before ſent " the Bonetta ſloop, Captain Holmes, with a Providence pilot " on board him, to direct the veſſels to their proper ſtations on " the Cuba ſide, and Bahama banks, that we might be guided " by their ſignals in our paſſage. Luckily, the next day, the " Richmond joined us: ſhe had been down the Old Straits to " Cayo-Sal, and Captain Elphinſtone had been very diligent " and careful in his remarks going through and returning back, " having taken ſketches of the land and Cayos on both ſides. " He kept ahead of the fleet, and led us through very well. " We paſſed the narroweſt part in the night, between Cape " Lobos and Cayo Comfito, keeping good fire-lights on each " Cayo for our directions; and found Lord Anſon's Spaniſh " chart of the Old Straits a very juſt one. The Providence " pilot, who was on board the Bonetta ſloop, placed the Trent, " Captain Lindſay, at the firſt ſtation on the Cuba ſide, forty " leagues to the eaſtward of where ſhe ought to have been.— " This occaſioned ſome of the others never to find the Cayos " where they were ſent to lie on: but no ill conſequences at-

" tended it; though we find the pilots in general ignorant of " the paſſage. On the 2d, in the morning, the Alarm and " Echo being ordered ahead to lie on Cayo-Sal bank, the former made the ſignal for ſeeing five ſail in the N. W. quarter. " They both chaſed, with other ſhips; and about two in the " afternoon, Captain Alms in the Alarm, came up and engaged the Thetis, a Spaniſh frigate of twenty-two guns, and " one hundred and eighty men; and the Phœnix ſtore-ſhip, " armed for war, of eighteen guns, and ſeventy-five men; and " in three quarters of an hour, both ſtruck to her. The Thetis " had ten men killed, and fourteen wounded; the Alarm had " ſeven men killed, and ten wounded. A brigantine and two " ſchooners were at firſt in company with them; one of the " latter eſcaped. They were bound to Sagoa in the Straits, " for timber for the uſe of the ſhips at the Havannah; from " whence they had ſailed twelve days before.

" During all the paſſage through the Old Straits of Bahama, " we had fine weather and little current; and, on the 5th in " the evening, got clear through, and ſaw the Metances. On " the 6th, in the morning, brought to, about five leagues to " the eaſtward of the Havannah, to iſſue out directions to the " Captains of the fleet, and maſters of the tranſports, with regard to the landing of the army: and having appointed the " Honourable Commodore Keppel* to conduct that part of " the ſervice, leaving with him ſix ſhips of the line, and ſome " frigates, and having manned the flat-bottomed boats from the " fleet, I bore away, about two o'clock in the afternoon, with " thirteen ſhips of the line, two frigates, the bomb-ketches, and " thirty-ſix ſail of victuallers and ſtore-ſhips, and run down off " the harbour; where I ſaw twelve Spaniſh ſhips of the line, " and ſeveral merchant-ſhips. Next morning, I embarked the " marines' boats, and made a feint of landing about four miles " to the weſtward of the Havannah. About the ſame time, the " Earl of Albemarle landed with the whole army, without oppoſition, between the rivers Boca Nao and Coximar, about ſix

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* Afterwards Lord Viſcount Keppel, and Admiral of the White.

" miles to the eaſtward of the Moro: but there appearing a " body of men near the ſhore, Mr Keppel ordered the Mercury " and Bonetta ſloop in ſhore, to ſcour the beach and woods; " and a more conſiderable body appearing afterwards, as if they " intended to oppoſe the Earl of Albemarle in paſſing the Coximar river, the Commodore ordered Captain Hervey in the " Dragon, to run in and batter the caſtle, which in a ſhort " time he ſilenced, and the army paſſed unmoleſted."

From the priſoners made in the Spaniſh ſhips taken on the 2d inſtant, certain information was obtained of the ſituation of affairs at the Havanna. The Spaniards had a fleet of twelve ſail of the line, two of them but juſt launched; two more on the ſtocks nearly finiſhed, and ſeveral merchant ſhips. The men of war were almoſt ready for ſea; but no account had reached the Governor of the intended attack. The firſt account he received of it was from the crew of the ſchooner which eſcaped from the Britiſh ſhips on the 2d inſtant. He then called a council of war, compoſed of all his principal officers; to theſe were joined the Conde de Superunda, Lieutenant-General of his Catholic Majeſty's forces, and late Viceroy of the kingdom of Peru; Don Diego Tavares, a Major-General, Knight of the Order of St Jago, and late Governor of Carthagena; theſe officers being accidentally at the Havanaa, on their way home to Spain, from their late reſpective governments. In this Council, a plan of defence was ſettled, and a reſolution taken to hold out to the laſt extremity. The Moro, being of the greateſt conſequence, and on the poſſeſſion of which the fate of the Havanna in a great meaſure depended, was intruſted to the command of Don Louis de Velaſco, Captain of the Reyno ſhip of war; and a more judicious choice could not have been made. He diſcharged this important truſt with a courage and fidelity that has rendered his name immortal. The Marquis de Gonzales, Captain of the Aquilon ſhip of war, was appointed ſecond in command. He imitated the example of Don Louis de Velaſco in every reſpect, and died ſword in hand, in defence of his truſt. Before

fore the Governor could array the militia of the iſland, it was neceſſary that war ſhould be proclamed in due form againſt Great Britain, which he loſt no time in doing; and in the courſe of a few days, had an army nearly as numerous as that of the invaders. The garriſon of the Havanna conſiſted at this time of

| | | *Men.* |
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| Nine ſquadrons of Cavalry, viz. One of the Havannah dragoons, four of the regiment of Arragon dragoons, and four of the regiment of Edinburgh dragoons; twenty men to each ſquadron, — — | | 810 |
| INFANTRY. | | |
| Regiment of the Havanna, — — | 700 | |
| ——— of Spain, two battalions, — | 1400 | |
| ——— of Arragon, ditto, — | 1400 | |
| Three companies of artillery, — — | 300 | 3800 |
| Total regular troops, — | | 4610 |
| Sailors and marines belonging to the fleet, — | | 9000 |
| Total of the Spaniſh forces at the Havanna, | | 13,610 |
| Militia, and people of colour, — — | | 14,000 |
| Total, — — | | 27,610 |

The greateſt part of the regular infantry, and all their cavalry, together with a large body of militia, took poſt at the large village of Guanamacoa, with a deſign to prevent the Britiſh troops from getting round the harbour to attack the city on the weſt ſide.

The journal of the ſiege of the Havannah, as given by the chief engineer, contains ſuch an ample account of all the various operations, that we beg leave to inſert it here, together with ſuch other particulars as have been communicated to the author.

“June 7th, Commodore Keppel had got every thing ready for diſembarking the army, with a diſpatch that did him great honour. By day-light, all the troops were in the flat-boats, and ranged in three diviſions; the centre conducted by the Honourable Auguſtus Hervey; the right wing by Captains Barton and Drake; the left wing by Captains Arbuthnot and Jekyl; and the reſerve by Captain Wheelock. The ſignal for landing being made by the Commodore from the Richmond; and there appearing a body of the enemy to oppoſe the landing, he ordered the Mercury and Bonetta ſloop to ſcour the beach, and fire into the woods, upon which the enemy diſperſed, and the whole army landed without oppoſition. The firſt debarkation conſiſted of the firſt brigade, grenadiers, and light-infantry, commanded by Lieutenant-General Elliot, Major-General Keppel, and Brigadier-General Haviland. The Earl of Albemarle followed in the Valiant's barge, and General Laſauſille commanded the debarkation of the other brigades. The whole formed on the beach; and when the debarkation was completed, the Earl of Albemarle began his march towards the Havanna: but a very conſiderable body of the enemy appearing as if to diſpute the paſſage of Coximar river, the Commomodore ordered Captain Hervey in the Dragon to batter Coximar fort, which in a ſhort time he ſilenced; and Lord Albemarle, at the head of the light-infantry and grenadiers, paſſed unmoleſted. His Lordſhip took up his head quarters there for that night. The troops lay on their arms along the beach; and the piquets were advanced into the woods. While the troops were landing on this ſide, Sir George Pocock made a feint on the Havanna ſide, in order to diſtract the enemy's attention. He embarked all the marines in boats, and made a ſhew of landing, about four miles to the weſtward of the city. To this motion the enemy was not inattentive, which greatly favoured the grand diſembarkation.

“June 8th, Early in the morning Lord Albemarle marched the main body of the army to the village of Guanamacoa,

" about ſix miles from the landing place, and ſent Colonel " Carleton through the Coximar wood, with a ſmall corps of " troops to the ſame village, to endeavour to cut off the retreat of a corps of the enemy ſaid to be aſſembled there, and " which his Lordſhip determined to attack. The enemy were " moſt advantageouſly poſted on a riſing ground, and drawn " up to receive our troops. This corps was compoſed of a " large body of infantry, and all the enemy's cavalry. Their " numbers obliged Colonel Carleton to change his poſition; " and as his corps did not exceed twelve hundred men, he " thought the moſt prudent method would be, to occupy a " ſtrong poſt, which he did directly, and to acquaint Lord " Albemarle of the enemy's ſtrength and poſition. His Lordſhip, with the army, was now got into the plain, and was " ſeparated only from the Colonel, by the river Coximar, a " fordable ſtream. Lord Albemarle ſent the Colonel orders to " attack the enemy oppoſite to him, and he would attack them " at the ſame time, on the oppoſite ſide of the village of Guanamacoa. No ſooner had Colonel Carleton put his troops " in motion, than a large body of the enemy's cavalry attacked the light infantry poſted on the right of his corps; but " being ſoon repulſed by the heavy fire with which they were " received, they retreated in great confuſion. This ſo much " diſpirited the reſt of the Spaniards, amounting to near ſix " thouſand men, that they quickly retired; and Lord Albemarle entered the village without oppoſition.

" Colonel Howe, with two battalions of grenadiers, was ſent " through the Coximar wood, by another road, to reconnoitre the Moro fort, and to ſecure the communication to that " fort from the river Coximar. The Admiral ſent the Alarm " and Richmond in ſhore, to ſound as near the Punta fort as " poſſible, down along the weſt ſhore. They found anchoring ground for three leagues down the coaſt, from twenty " to five fathoms water, and eaſy landing for any number of " men. The enemy, this afternoon, ſunk one of their large " ſhips in the entrance of the harbour. The Earl of Albemarle " having brought ſaddles and bridles from England, for a troop

" of light dragoons, conſiſting of one hundred men, they were " mounted on horſes which were taken from the enemy. " The command of them was given to Captain Suttie of the " ninth regiment, and they proved exceeding ſerviceable, both " as patroles, and in driving in cattle. They were added to " the corps left under the command of General Elliot at Guanamacoa.

" 9th, Lord Albemarle marched the army from Guanamacoa, and encamped in the woods between the Coximar and " the Moro, leaving a corps at Guanamacoa, under the command of Lieutenant-General Elliot, to ſecure the avenues " on that ſide, and a large track of country, which might " ſupply the army with water, cattle, and vegetables. The " enemy now began to unrig their ſhips, ſunk another large " ſhip at the entrance, and laid a boom acroſs the mouth of " the harbour.

" 10th, Lord Albemarle having acquainted Sir George Pocock, that the Cavannos which commanded the Moro, were " ſoon to be attacked; the Admiral, to facilitate that meaſure, and to draw the enemy's attention to the Havannah " ſide, in the evening ſent in the Belleiſle, Captain Knight, to " batter the caſtle of Chorera; the Nottingham was ordered " to be ready to ſecond the attack in caſe of need; and the " Cerberus, Mercury, Bonetta, and Lurcher, were ordered " to keep firing into the woods in the night; and all the marines were embarked in boats, to make the enemy imagine a " diſembarkation was intended. In the evening, Colonel " Carleton, with the light infantry and grenadiers from Coximar, inveſted the Cavannos: and, about mid-day of the " 11th, attacked and carried the redoubt, with very little loſs: " the enemy made very little reſiſtance; and retreated into the " Moro, which was now inveſted. At this place was a poſt " eſtabliſhed, called by the name of the Spaniſh Redoubt. Juſt " at the time Colonel Carleton attacked the Cavannos, the " enemy quitted the caſtle of Chorera. The Admiral ordered " the three bomb-ketches to anchor this night, to throw ſhells

" into the town, which they accordingly performed, under " cover of the Edgar, Stirling-Caſtle, and Echo.

" 12th, The Moro fort was, by order of Lord Albemarle, " further reconnoitred, and the ſiege of it intruſted to Major- " General Keppel. From the chief engineer's opinion, it was " reſolved to erect a battery againſt it, as near as the cover of " the woods would admit of; and the place pitched upon for " the battery, was within two hundred and fifty yards diſtance. " Preparations were accordingly made, and parties ordered to " make faſcines. The hardſhips which the army ſuſtained in " carrying on this ſiege, are almoſt inexpreſſible: the ſoil was " every where ſo thin, that it was with great difficulty and " fatigue they could cover themſelves on their approaches. " There being no ſpring or river near them, it was neceſſary to " bring water from a great diſtance; and ſo precarious and " ſcanty was this ſupply, that they were obliged to have re- " courſe to water from the ſhips. Roads for communication " were to be cut through thick woods; the artillery was to be " dragged for ſeveral miles over a rough rocky country. Se- " veral dropped down dead with heat, thirſt, and fatigue. " But ſuch was the reſolution of the Britiſh, and ſuch the hap- " py conſequences of that happy and perfect unanimity which " ſubſiſted between the land and the ſea-ſervices, that no diffi- " culties, no hardſhips, ſlackened for a moment the operations " againſt this important, ſtrong, and well-defended place. " The enemy having ſunk a third large ſhip in the entrance " of the harbour, which entirely blocked it up, the Admiral " ordered four ſhips of the line to continue cruizing in the of- " fing, and anchored with the reſt of his ſquadron off Chore- " ra river, about four miles from the Havannah; which place " afforded plenty of good water and wood. Commodore Kep- " pel remained on the eaſt ſide, at anchor off Coximar river, " with as many ſhips of war and tranſports as were neceſſary. " He landed a conſiderable body of ſeamen, who were ex- " tremely uſeful in landing the cannon, and ordnance ſtores " of all kinds, manning the batteries, making faſcines, and in " ſupplying the army with water, there being no water or wells

" on the Cavannos. The Admiral landed cannon of different " calibers from the ſhips, two mortars from the Thunder- " bomb on the eaſt ſide, two from the Grenada bomb on the " weſt ſide, with old cables for erecting defences, old canvas " for making ſand bags, and ammunition; afforded every other " aſſiſtance that was in his power; and ſet himſelf the example " of the cordiality and harmony which ſubſiſted between the " two corps.

" 13th, The battery already mentioned was begun, as alſo " a howitzer battery, beyond the Spaniſh redoubt, to remove " the ſhipping farther up the harbour, to prevent them from " moleſting the troops in their approaches, which in their " preſent ſituation they did very much. Lord Albemarle or- " dered two battalions of grenadiers, and three hundred light- " infantry, under the command of Colonel Howe, to land at " Chorera, to ſecure a footing, and engage ſome part of the " enemy's attention upon that ſide. To this detachment the " Admiral added eight hundred marines, formed into two bat- " talions, under the command of Majors Campbell and Col- " lins. Captain Walker of the Lurcher cutter, going up " Chorera river, out of mere curioſity, was killed.

" The great ſcarcity of earth made the approaches go on " againſt the Moro but ſlowly, as it took the army from this " to the 29th, during which time their fatigues were incredi- " ble, before they got the cannon, mortar, and howitzer bat- " teries ready to play upon the Moro and ſhipping.

" 29th, At day-break, the enemy landed two detachments " of five hundred men each, of grenadiers and choſen men, " with a detachment of armed Negroes and Mulattoes; one " upon the right under the Moro, the other upon the left " near the Lime-kiln. The piquets and advanced poſts, pre- " vented the ſucceſs of theſe detachments, by repulſing them; " killing and taking near two hundred, beſides wounding a " great number, who moſtly got off by favour of the woods. " The loſs ſuſtained by the Britiſh was only ten men killed " and wounded.

" 30th, This day was chiefly taken up in carrying ammu-

“ nition and ſuch neceſſaries to the ſeveral batteries, to provide for their opening next morning; which was done by the ſoldiers, and five hundred blacks, purchaſed by Lord Albemarle at Martinico and Antigua, for that purpoſe. Lord Albemarle having ſignified to the Admiral, as the batteries were to open next day, that ſome ſhips placed againſt the Moro, would take a great deal of the enemy's fire from the batteries, and give them an opportunity of diſmounting ſome of their guns; the Admiral accordingly ordered the Dragon, Cambridge, and Marlborough, under the command of Captain Hervey, who volunteered in this ſervice. The Stirling-Caſtle was ordered to lead until the firſt ſhip was properly placed, and then to make ſail off; but Captain Campbell not performing that ſervice agreeable to the orders he received from Captain Hervey, he complained of him, and deſired his conduct might be inquired into by a court-martial; which was done after the ſiege was over, and he was caſhiered.

“ July 1ſt, This morning, two batteries of cannon opened, which, with thoſe of mortars, made our fire as follows:

| “ Batteries. | Guns. | Mortars. | | |
|---|---|---|---|---|
| | 24 pdrs. | 13 in. | 10 in. | Royals. |
| “ On the left, called William's battery, | 4 | 2 | 0 | 0 |
| “ Grand battery, | 8 | 2 | 0 | 0 |
| “ Left parallel, | 0 | 0 | 2 | 12 |
| “ Batteries on the beach, | 0 | 2 | 1 | 14 |
| “ Total, | 12 | 6 | 3 | 26 |

“ The enemy's fire exceeded ours upon the front attacked, in number of guns, which amounted to ſixteen or ſeventeen, from ſix to twelve pounders. They played one mortar of eight inches, and that very ſeldom. Upon the whole, our fire was conſiderably ſuperior to theirs; beſides, our works were more ſecure, theirs being only a parapet of thin maſonry. This morning, the Cambridge, Dragon, and Marl-

" borough proceeded to their ſtations, (Captain Hervey having " the ſignal out for the line), and about eight o'clock began to " cannonade with great fury, which the enemy returned with " much ſteadineſs. This firing, one of the warmeſt ever ſeen, " continued till two in the afternoon, without intermiſſion. " The Cambridge (which was within grape-ſhot), was ſo much " damaged in her hull, maſts, yards, ſails, and rigging, with the " loſs of many men killed and wounded, that it became neceſ- " ſary to order her off; and, ſoon after, the Dragon, which " ſuffered much in loſs of men, and damage in her hull; and, as " the Marlborough could be of no further ſervice, ſhe was or- " dered off likewiſe. The number of the killed and wounded " were as follows:

| " Ships. | | Killed. | | Wounded. |
|---|---|---|---|---|
| " Dragon, | — | 16 | — | 37 |
| " Cambridge, | — | 24 | - | 95 |
| " Marlborough, | — | 2 | — | 8 |
| " Total, | | 42 | — | 140 |

" The Captains, officers, and men, behaved, upon this occa- " ſion with the greateſt reſolution. Captain Gooſtrey of the " Cambridge was killed ſoon after the ſhip brought up: his " place was ſupplied, during the remainder of the action, by " Captain Lindſay of the Trent, who gave many ſtrong proofs " of his valour, and ſhewed himſelf worthy to ſucceed the brave, " but unfortunate, Gooſtrey. In this cannonade, the Moro, " which is ſituated upon a very high and ſteep rock, had great " advantages over the ſhips, and was proof againſt all their ef- " forts; beſides the fire from the Moro, the Punta, and ſome " batteries in the town, brought many guns to bear on them, " which galled them very much. This bold attempt, though it " had very little effect upon the works on that ſide of the fort " which the ſhips attacked, was nevertheleſs of conſiderable ſer- " vice. The enemy's attention being diverted to that ſide, the " other was a good deal neglected: the fire from our batteries

" was poured in with redoubled fury; became ſuperior to that " of the enemy, and did great damage to their works. But the " moment the Spaniards were free from the fire of our ſhips, " they again returned to the front our batteries played on, behaved with great valour, and returned our fire with great " briſkneſs. Never, from the beginning of the war, had Britiſh " valour been ſo well matched; and they might now behold " in Don Velaſco, the Governor of the Moro, an adverſary worthy of their arms, whoſe conduct ſeemed to be ſuch, as made " them exert all their military ſkill and ſpirit to ſubdue him.

" 2d. Our batteries continued their fire with great ſucceſs, " and beat down the front attacked, particularly the eight-gun " battery; but, unhappily, about noon, we were obliged to " ſlacken, that battery being in danger of catching fire, from " the conſtant fire kept up, and the dryneſs of the faſcines, " having had no rain for fourteen days. However, before " evening, the enemy's fire was reduced to two guns, which " fired but ſeldom.

" 3d. The fire which our people flattered themſelves was " extinguiſhed, broke out about two in the morning again with " great violence; and, though both water and people were ſent " as faſt as poſſible, they came too late; the fire had got ſo " great a length, that water had no effect, nor could earth ſtifle " it. Thus was the labour of ſeventeen days, of five or ſix " hundred men, deſtroyed in a few hours, and the whole to do " over again. This was a mortifying ſtroke, and was felt the " more ſeverely, as the other hardſhips of the ſiege were by this " time almoſt grown inſupportable. Sickneſs, ſomething of " which the troops brought with them from Martinico, and " which had increaſed greatly in this unwholeſome country, " and rigorous ſervice, had reduced the army to half its numbers; at the ſame time it doubled the fatigue of thoſe few " who ſtill preſerved ſome ſtrength to perform the neceſſary " duty. No leſs, at this time, than five thouſand ſoldiers, and " three thouſand ſeamen, were down of various diſtempers. " A total want of good proviſions exaſperated the diſeaſe, and " retarded the recovery. The deficiency of water was of all

" their grievances the greateſt, and extremely aggravated all
" the reſt of their ſufferings. The procuring from a diſtance
" this wretched ſupply, ſo unequal to their wants, exhauſted
" all their force. Beſides, as the ſeaſon advanced, the proſpect
" of ſucceſs grew fainter. The hurricane ſeaſon was now at
" hand, and if it ſet in violent, the fleet would be expoſed to inevitable
" ruin; and, without its aſſiſtance, the army, in its
" feeble ſituation, could not carry on the ſiege. But, in the
" midſt of theſe cruel diſtreſſes, the ſteadineſs of the commanders
" infuſed life and activity into the troops, and rouſed them
" to incredible exertions. New batteries aroſe in the place of
" the old ones. The fire ſoon became equal, and then ſuperior
" to the enemy's. There was another embrazure added to
" William's battery.

" 4th and 5th. All means were exerted theſe two nights to
" extinguiſh the fire; and with much difficulty, there were two
" embrazures ſaved upon the right, and the epaulement for
" mortars upon the left. The firſt of theſe embrazures were
" continued until the guns were diſabled; and two more were
" ſerved en barbette, until the enemy's fire obliged the men to
" give them up *. It was now determined to convert the mortar
" battery, in the left parallel, into a battery for cannon,
" which was accordingly begun; and to make ſome improvements
" in the other works, which the enemy's fire from the
" town, Fort la Punta, ſhips of war, and floating batteries, had
" rendered neceſſary.

" The Defiance and Hampton-Court having been ordered to
" cruize between port Mariel and the bay of Honda, in going
" down

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* There appears evidently a great miſtake to have been committed, in erecting the grand battery ſo near the Moro fort, and in concluding that the place would be eaſily taken after the enemy's guns ſhould be diſmounted, which it was ſuppoſed the grand battery would ſoon effect: this coſt the lives of many men. After the grand battery was burned, another plan was adopted; the new batteries which were erected, were placed at double the diſtance from the Moro fort that the old one was; and it was found neceſſary to ruin the defences of the place, before they approached too cloſe to it. The miſtake here alluded to, protracted the ſiege at leaſt three weeks longer than it otherwiſe would have been, and occaſioned great additional fatigue to the troops.

" down, ſaw two ſail at anchor off port Mariel harbour; which " Captain M'Kenzie of the Defiance brought out, after ſome " firing had paſſed. All their crews, except twenty men, had " left them. They proved to be the Vengeance, of twenty-ſix, " and Marté, of eighteen guns, and had been out on a cruize.

" 6th. Two more embrazures were added this night to Wil- " liam's battery; and a place fixed upon, near the ſtone re- " doubt, for another battery of four guns.

" 9th. This morning there were twelve guns in battery, viz. " William's battery of ſeven guns, the left parallel of five guns, " beſides mortars. The enemy fired about eight or nine.

" 10th. At night, a battery of four guns was begun on the " left parallel.

" 11th. This morning the four gun battery near the ſtone " redoubt, and two guns upon the ſaved part of the grand bat- " tery newly repaired, opened, and played with ſucceſs. We " had now eighteen guns in play, to eight or nine which the " enemy ſtill kept up: for, by their uninterrupted communi- " cation with the town, and the great aſſiſtance of their ſailors, " who ſerved their guns, they always made good the loſſes in " the night, that they had ſuſtained in the day. This forenoon, " two guns in the left parallel battery failed, one by running, " the other by cracking; the carriage of a third was diſabled " on William's battery. In the afternoon, the merlons of the " grand battery again caught fire, and extended from right to " left; when the whole was irreparably conſumed.

" 12th. The diſabled guns in the left parallel, and in Wil- " liam's battery, were replaced laſt night, ſo that ſixteen guns " ſtill continued to play upon the enemy. Toward noon, the " carriages of the three guns in the ſtone redoubt were diſabled. " Sir James Douglas arrived with the Jamaica fleet.

" 13th. This morning, a battery of four thirty-two pounders " opened on the right parallel, againſt the left baſtion, and made " conſiderable havock. Another battery of four guns was or- " dered to be made upon the right of it, as ſoon as the materi- " als could be collected. The ruins of the burnt battery were " ordered to be converted into a line for muſketry.

"14th. The four guns in the ſtone redoubt battery, were "laſt night mounted on ſea carriages. There were now twen"ty guns, againſt five or ſix of the enemy's, which they began "with in the morning, and before dark they were reduced to "two. The whole front attacked, appeared in a ruinous con"dition; yet the enemy, though kept in conſtant hurry and "confuſion, behaved with ſpirit. Preparations for carrying on "the approaches had now been in hand for ſome days. The "40th regiment was employed in making gabions; the men "of war in making junk, blinds, or mantelets; and ſome bales "of cotton were purchaſed from the Jamaica fleet, to ſerve as "wool-packs. All theſe preparations and precautions were "abſolutely neceſſary, as, on account of the rocks, the whole "approaches were obliged to be raiſed above ground.

"15th. The enemy's fire was totally ſilenced before night.

"16th. The enemy fired in the morning from two guns, "and only twice from each. The reſt of the day they fired "from muſketry and wall-pieces, but not much from either. "The approaches began to be advanced this evening: the guns "and ammunition were carried to the new battery. The ene"my ſeemed to be employed in making up freſh merlons upon "the face of the right baſtion.

"17th. The Valiant's battery opened this morning between "ten and eleven. The enemy had no fire on the front attack"ed; but fired two guns from the left baſtion upon William's "battery, and up along the Cavannos. This afternoon, the "gabions began to be ſtuffed with faſcines, for advancing the "ſap. In the evening, the ſap was begun; but, there being a "thick thorny wood to cut through, was advanced but little "way.

"18th. The enemy's fire this morning was the ſame as yeſ"terday. Two howitzers put into Dixon's battery, to fire in"to the breaches. The ſap was carried on this night about "two thirds of the way to the ſmall battery at the foot of the "forties before the right baſtion. A ſmall lodgement was made "at the edge of the wood, before the point of the left baſtion.

"19th. The enemy fired this morning with three guns from

" the front attacked; but they were ſoon ſilenced. About " noon, poſſeſſion was taken of the covered way before the " point of the right baſtion; and the former ſap carried on at " night, and another begun along the covered way before the " right face, where a lodgement was made.

" 20th. This morning, the miners were entered under the " right or ſea face of the right baſtion, the only place where " there was a practicability of doing it at the foot of the wall; " for the ditch of the front attacked was ſeventy feet deep " from the edge of the counterſcarp, and upwards of forty feet " of that depth ſunk in the rock; but fortunately there was a " thin edge of the rock left at the point of the baſtion, to cover " the extremity of the ditch from being open to the ſea, and to " prevent ſurprizes; and by means of this ridge, the miner paſſed with ſome difficulty to the foot of the wall, which he " could do nowhere elſe without the help of ſcaling-ladders; " an operation both tedious and dangerous. This ridge was ſo " narrow, that there was no poſſibility of covering a paſſage " upon it, from the fire of the oppoſite flank; but they took " their chance, and were glad to find it even with that diſadvantage. It coſt only three or four men during the whole " time. A ſhaft was begun to be ſunk, the ſame afternoon, " without the covered way, for the mines to throw the counterſcarp into the ditch, to fill it up in caſe of occaſion. The " ſap was continued along the glacis, and a gun was got into " the ſalient angle of the covered way, againſt the oppoſite " flank. In the day-time, parties were kept making faſcines, " and other preparations, againſt the town, after the Moro " ſhould be taken.

" The ſappers and miners continued their work, but were " much interrupted by meeting often with large ſtones, which " coſt them much labour to remove. In the night, there being " a ſuſpicion that there were very few men in the fort, a ſerjeant and twelve men ſcaled the ſea-line, a little to the right " of the mine, and found only about nine or ten men aſleep in " that part of the work: they awoke before the ſerjeant and " his party got up to them, and ran off immediately to alarm

" the reſt. The ſerjeant and his party then came down; and " on being ordered up a ſecond time, found they had taken the " alarm, that conſiderable numbers were aſſembled, and ready " to oppoſe any farther attempt. Had it been poſſible to have " ſuccoured this party briſkly, the fort might have been carried " at this time; but the enemy being on their guard, the attempt " was not to be repeated.

" 21ſt. It now became evident to the Governor of the Ha- " vannah, that the Moro muſt be ſpeedily reduced, if left to " its own ſtrength. At all events, ſomething appeared ne- " ceſſary to be done; and, in the preſent exigency of affairs, " he reſolved to ſtrike ſuch a blow, as, if it ſucceeded, would " not only give immediate relief to the Moro, but in all proba- " bility oblige the ſiege to be raiſed. His plan was admirably " well laid, but miſerably executed. He ordered a ſally from " the town of near fifteen hundred men. Theſe he ferried " over the harbour in boats before day; and dividing them in- " to three bodies, they were ordered to attack the poſts on the " Cavannos, drive our people from thence, and ſet fire to the " faſcine batteries and ſap. Had this plan taken place, there " is little doubt but the enterprize muſt have been abandoned. " The burning of the batteries the firſt time, was a ſevere " ſtroke; the erecting them a ſecond time, was attended with " great fatigue: the army was now extremely ſickly; no word " of ſuccours from North America; and had the enemy ſuc- " ceeded in their deſigns, it would have been impoſſible for the " exhauſted troops to have collected materials to form the ſiege " anew: but ſuch was the reſolution of our troops, that the " enemy, although greatly ſuperior in numbers, were not able " to ruin any part of the works. The enemy began the attack " about four in the morning. The firſt party puſhed up the " bank behind the Shepherd's battery: here they were ſtopped " near an hour by the guard poſted there, conſiſting only of thir- " ty men, commanded by Lieutenant-Colonel Stuart of the " ninetieth regiment, until he was joined by about one hundred " ſappers, and the third battalion of Royal Americans. The " fire continued hot all that time. The enemy were then

" driven down the hill with great ſlaughter: as many as could, " got into their boats, and many leapt into the water, where one " hundred and fifty of them were killed or drowned. The ſe- " cond party endeavoured to puſh up by the ſalient angle of the " Moro, to attack the ſappers upon the glacis, and their cover- " ing party; but they were beat off in a very ſhort time. The " third party went up the back of the Spaniſh redoubt; but find- " ing the guard there reinforced, and ready to receive them, they " prudently returned the way they came, without attempting " any thing. Colonel Carleton was Brigadier-General of the " day, (having acted as Brigadier ſince Lord Rollo left the army), " and had a great ſhare in repulſing the enemy: he was preſent " every where; brought up the Royal regiment, thirty-fourth " regiment, and Royal Americans, to the aſſiſtance of the poſts, " and received a bad wound in purſuing the enemy down the " hill, where the ſlaughter was very great. In order to cover " the retreat of their party, the Spaniards cannonaded moſt fu- " riouſly from the Punta, the weſt baſtion, from the line and " flanks at the entrance of the harbour, and from their ſhip- " ping; and ſo eager were they to repulſe our troops, that " their ſhot killed a number of their own people. In this at- " tack, the enemy had four hundred men killed, drowned, or " taken priſoners, beſides the wounded that got off. Our loſs " was only fifty men killed and wounded. At the time the " enemy were attacking, there were great numbers paraded " in the town, and ſome of them going into the boats to ſuſtain " the attack; but when they perceived the rough treatment " their comrades had met with, they prudently deſiſted. The " alarm was entirely over, and the men returned to their work, " by eight o'clock.

" This was the laſt effort for the relief of the Moro, which " abandoned as it was by the city, and while an enemy was " undermining its walls, held out with a ſullen reſolution, and " made no propoſal to capitulate.

" 23d, The works of ſapping, mining, and making faſcines " proſecuted with vigour.

" 24th, The ſame works going on; and materials were col-" lected for erecting a battery of four guns, to be opened a-" gainſt Da Fuerza, and to enfilade the two next flanks fac-" ing the entrance of the harbour.

" 25th, The ſame works in hand, and preparations making " for attacking the city, againſt the Moro ſhould be taken.

" 26th, The former works in hand. This morning, a mer-" chant-frigate of two decks, which had much annoyed the " Britiſh, was ſunk by a howitzer from Dixon's battery. She " was moored acroſs the entrance, before the weſt baſtion, " within the boom, and near the ſunk ſhips.

" 27th, The former works continued in hand, and a mortar " battery begun at the Spaniſh redoubt; likewiſe a battery " begun for three guns, to fire upon boats landing at the Mo-" ro. This would have been of conſiderable ſervice all along, " if it could have been ſerved without erecting other batteries " to check the fire of the Moro itſelf, upon that ſide; but that " could not be undertaken, as the troops found ſufficient em-" ployment in the works of the real attack.

" 28th, The former works in hand. This afternoon, a large " merchant ſhip of the enemy's caught fire by lightning, with-" in the harbour, and blew up in about ten minutes. Great " preparations making for attacking the city. Brigadier-Ge-" neral Burton arrived with the firſt diviſion of the troops " from North America, under convoy of the Intrepide; they " were ordered to the weſt ſide: the arrival of freſh troops at " this critical time, reanimated the ſoldiers drooping ſpirits, " and made them ſtrain every nerve to obtain poſſeſſion of the " long-wiſhed-for prize. They ſailed from New York the " 11th of June; and on the 24th of July, the Cheſterfield and " four tranſports run on Cayo Comfite, the entrance of the " Bahama ſtraits, on the Cuba ſide, an hour before day-light " and were ſtranded, but loſt no ſeamen or ſoldiers. The " Intrepide met the Richmond the 25th, who was looking " out for the convoy. Captain Elphinſtone returned with " three tranſports which were cleared, in order to bring away " the ſeamen and troops who were on ſhore; and, for the

" more diſpatch, the Admiral ſent away the Echo, Cygnet, " and Thunder bomb, to meet the Richmond, and take the " men out of her; and he ordered Captain Elphinſtone to " take the Cygnet with him and proceed up the ſtraits, to " meet the ſecond diviſion of the tranſports.

" 29th, The former works in hand. The mines were this " day prepared for ſpringing to-morrow.

" 30th, About two this morning, the enemy ſent two boats " and a floating battery out of the harbour, to fire into the " ditch where the miners were at work: they fired grape and " ſmall arms, but without any other effect, than a ſhort interruption of the work: the covering party fired ſo ſmartly " upon them, that they were ſoon obliged to retire. About " two o'clock in the afternoon, the mines were ſprung. That " in the counterſcarp, had a very inconſiderable effect; but " that in the baſtion having thrown down a part of both faces, " made a breach, which the General and chief engineer " thought practicable; upon which the troops under orders " for the aſſault, were ordered to mount. Lieutenant Charles " Forbes of the Royals led the way, and aſcended the breach " with the greateſt reſolution; and, forming very expeditiouſly " upon the top of the breach, ſoon drove the enemy from every " part of the ramparts. The brave Don Louis de Velaſco, " who made ſo noble a defence, exerted himſelf to the laſt to " ſave the fortreſs committed to his charge; and in endea" vouring to rally his men*, was mortally wounded. Beſides " this loſs, which was of itſelf conſiderable, the enemy had " about one hundred and thirty men and ſeveral officers killed; " four hundred threw down their arms, and were made priſo-

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* Don Louis de Velaſco, was mortally wounded coming up the ſlope to the rampart. The ſtorm was a kind of ſurprize, as the Britiſh were upon the rampart before the alarm was given to the garriſon, which was then in the Caſcmates. Every attention was paid by the conquerors to the brave Don Louis de Valaſco: he requeſted to be conveyed to the Havannah, which was immediately complied with; and he died there two days afterwards. In ſuch high eſtimation did his Catholic Majeſty hold the conduct of this gallant officer, that he not only ennobled his ſon by creating him Viſcount Moro, but ordered that there ſhould always be a ſhip in the Spaniſh navy, named the VELASCO.

" ners; the reſt were either killed in boats, or drowned in attempting to eſcape to the Havannah. Some few deſperate " Spaniards retired to the Light-houſe in the Moro; and, " while Lieutenants Forbes, Nugent of the ninth, and Holroyd of the ninetieth regiments, were congratulating each " other on their victory, they fired upon them, and killed the " two latter: Mr Forbes, exaſperated at the death of his companions, immediately marched, attacked, and forced the " light-houſe, and put all in it to the ſword. This glorious " affair, coſt two officers and about thirty men killed and " wounded. The Marquis Gonzales, the ſecond in command " in the Moro, was killed whilſt he was making brave but " ineffectual efforts to rally his men. The taking of the Moro " gave univerſal joy to the troops; and when the fatigues they " underwent in beſieging of it is conſidered, none will doubt " their ſincerity. The poſſeſſion of this fort, coſt forty-four " days hard ſtruggle from the time the firſt operations had " been begun againſt it; during which time the Spaniards " loſt a thouſand men; nor did we obtain it without bloodſhed.

" 31ſt, No time was loſt in getting all things ready to attack the town; and the enemy, ſenſible of their approaching danger, fired very briſkly againſt the Moro, and pointed " chiefly againſt that part of the fort where the ciſtern was, " in hopes no doubt, of letting out the water. Batteries for " cannon and mortars, were conſtructing with the greateſt " expedition along the Cavannos; and Lord Albemarle went " to the weſt ſide of the town to reconnoitre the ground there, " and ſee in what manner attacks might be carried on with " moſt advantage on that ſide, in caſe of occaſion.

" Auguſt 1ſt. The enemy ſtill continued to cannonade the " Moro. Major-General Keppel gave orders for erecting the " remainder of the batteries upon the Cavannos, agreeable to " the plan given in by the chief engineer; ſome by the firſt " and third brigades, and ſome by the ſailors.

" 2d, This morning, before day, the enemy ſent down a ſe-

" venty gun ſhip into the entrance, and moored her oppoſite " the Fuerza; ſhe directed her fire likewiſe againſt the Moro. " Two howitzers were run into the battery to fire at her, " which incommoded her a good deal. The batteries mentioned yeſterday, were begun, and conſiſted of thirty-five " pieces of cannon. The Echo and Thunder bomb, returned " with the ſecond diviſion of tranſports, which ſailed from " New York the 30th of June.

" 3d, The former works in hand, and carried on with great " diligence. This evening, the enemy's ſhip oppoſite to the " Fuerza, was removed by the howitzers with a good deal of " confuſion.

" 4th, The chief engineer reported to Lord Albemarle, that " there was to the weſtward of the town, a very advantageous attack to be formed againſt the Poligons, next the Punta, by the cover of a bank running along ſhore, from the " Lazaro to Fort La Punta, ſuppoſing that fort ſilenced: that " there was a road upon the bank, which was, for a conſiderable way, covered both from Fort La Punta and every " part of the town: that the road was at preſent ſtopped up " by trees felled on each ſide, but might be eaſily cleared: " but as attacks upon that ground would in ſome degree ſtand " in the line of fire of the Britiſh batteries upon the oppoſite " ſide, it would be moſt adviſeable to delay, until theſe batteries had in ſome meaſure effected their deſign; and eſpecially as they might of themſelves, perhaps, anſwer the end " without further trouble.

" 5th, The works and batteries on the Moro ſide in hand " as before, and ſome of the platforms begun to be laid. It " was now difficult to get materials for this purpoſe, thoſe " from England and Martinico being all expended; but, by " the Admiral's aſſiſtance, the materials were got. Lord " Albemarle took up his head-quarters this evening on the weſt " ſide.

" 6th. The works in hand as yeſterday; and being conſiderably advanced, and the men much fatigued, there was " none allowed for this night. Thirty carpenters, from the

" Provincial troops, lately arrived, were employed to aſſiſt in " making platforms. A command of engineers and a proportion of intrenching tools were ordered to the weſt road, the " former to go as ſoon as the batteries and works on the eaſt " ſide ſhould be ready, and the tools to be ſhipped immediately. The chief engineer was ordered to repair on that ſide, " and remain there.

" 7th. The former works on the eaſt ſide kept going on, " and faſcine parties ordered to work on the weſt ſide.

" 8th. The former works in hand on the eaſt ſide; but faſcine making was retarded conſiderably on the weſt ſide, for " want of tools. This afternoon the ſhip arrived on the weſt " ſide with the intrenching tools; but the crew being ſickly, " there were none landed. In the evening, Lord Albemarle " went himſelf, and reconnoitred the road and ground from " the Lazaro and the Punta, and ordered ſome poſts to be taken farther advanced.

" The Richmond, Lizard, Enterprize, Cygnet, and Porcupine ſloop arrived, bringing with them all the ſeamen and " ſoldiers from the ſhips that were wrecked. Captain Banks " of the Lizard informed the Admiral, that, on the 21ſt of " July, at three o'clock in the afternoon, being near the paſſage between Maya Guanna and the North Caicos, he diſcovered two French ſhips of the line, three frigates, and ſix " ſail of brigantines and ſloops; that the men of war and frigates gave chaſe to the convoy, and that five of the tranſports were taken, with three hundred and fifty of the fifty-eighth regiment (Anſtruther's), and one hundred and fifty " Provincials on board them. The reſt of the troops arrived, " and landed in perfect health.

" 9th. The intrenching tools were landed this day by the " aſſiſtance of the men of war. The enemy having diſcovered " our reconnoitring towards the Punta for ſome days, ſet " ſome houſes near the road on fire, to prevent their being a " ſhelter for us. In the evening, there was a party of two " hundred men ordered to make a redoubt upon the road to " the Punta, with a covering party of the ſame number: the

" place intended for the redoubt, which was partly upon the " road, being much incumbered as mentioned before, all they " could do, was to clear off the trees, and form an abbatis in " the front and flanks for preſent defence.

" 10th. At day-break this morning, the enemy having diſ- " covered the covering party, and ſuſpecting our having been " at work, began to cannonade along the road pretty warmly, " but with little execution. About ten in the morning, our " batteries being ready to open on the eaſt, and thoſe on the " weſt ſide to open ground, Lord Albemarle ſent a flag of truce " by an Aid-de-camp, to acquaint the Governor with the " ruin that threatened the place, and ſummoned him to capi- " tulate. The Governor, after keeping the flag of truce from " that time till between three and four in the afternoon, in " the open fields, at ſome hundred yards diſtance from the " works, ſent him back; and, before he got two thirds of the " way, began to fire; at the ſame time, many people were " ſeen leaving the town with loads: in the evening, there was " a party ſent to carry on the works as before.

" 11th. At day-break this morning, all our batteries opened, " conſiſting of forty five pieces of cannon, and eight mortars. " The advantage of poſition, as well as of ſuperior fire, be- " came viſible very ſoon. Fort la Punta was ſilenced between " nine and ten; the north baſtion, in about an hour after- " wards; but now and then fired a ſhot. Between one and " two, a great number of the enemy were diſcovered running " off from the Punta, as if they had abandoned it. About " two o'clock, there were flags of truce hung out all around " the garriſon, and on board the Admiral's ſhip; ſoon after, " there arrived a flag of truce at the head-quarters, which " proved to be with propoſals for a capitulation.

" Sir George Pocock was immediately ſent for, and the bu- " ſineſs entered upon as ſoon as he came. The works were " ſtopt for this night; and the flag returned about duſk.

" 12th. The truce continued.—This day the flag was ſent " in and returned; and ſent in again in the evening. The " works were ordered to be carried on as before, which gave "room to expect that hoſtilities were to be renewed in the "morning; but, before that time, the capitulation was ſettled.

"13th. This day the capitulation was ſigned and ſealed.

"14th. About ten this morning, Major-General Keppel, "with five hundred men, took poſſeſſion of Fort la Punta; "and about noon, of the Punta gate and baſtion; at both "which places, there were Britiſh colours hoiſted, having been "evacuated by the enemy. Colonel Howe took poſſeſſion of "the land gate, with two battalions of grenadiers, about the "ſame time."

The Spaniards ſtruggled a long time to ſave their men of war; but this was a capital point, and wholly inadmiſſible. They alſo made ſome attempts to have the harbour declared neutral during the war, (as may be ſeen from the capitulation), which, in fact, was declaring its conſequence; but this was ſteadily refuſed. After two days altercation on theſe ſubjects, they gave up the points in queſtion, and the Britiſh were put in poſſeſſion of the Havannah, after having lain before it for two months and eight days. With the city, was yielded a diſtrict of an hundred and eighty miles to the weſtward. This conqueſt was, without doubt, in itſelf the moſt conſiderable, and in its conſequences the moſt deciſive, of any we had made ſince the beginning of the war; and in no operation, were the courage, ſteadineſs, and perſeverance of the Britiſh troops, and the conduct of their leaders, more conſpicuous. The acquiſition of this place, united in itſelf all the advantages which can be acquired in war. It was a military atchievement of the higheſt claſs: By its effect on the enemy's marine, it was equal to the greateſt naval victory; and in the plunder, it equalled the produce of a national ſubſidy. Nine ſail of the enemy's line-of-battle ſhips were taken. Three of their capital ſhips, as already mentioned, had been ſunk by themſelves at the beginning of the ſiege: two more were in forwardneſs upon the ſtocks, and were afterwards deſtroyed by the captors. The enemy, on this occaſion, loſt a whole fleet of ſhips of war, beſides a number of conſiderable merchant ſhips. And in ready money, in tobacco collected at the Havannah on account of the King of Spain, and in other valuable merchandizes, the ſum loſt by the enemy, perhaps did not fall ſhort of three millions ſterling.

Lord Albemarle diſpatched Captain Nugent home with a letter to the Earl of Egremont, of which the following is a copy:

"My Lord, " *Head quarters, near the Havannah, Auguſt* 21*ſt*, 1762.

" I have the honour of informing your Lordſhip, that the " town of the Havannah, with all its dependencies, and men " of war in the harbour, ſurrendered to his Majeſty's arms by " capitulation on the 13th inſtant.

" Incloſed is a copy of the capitulation (See Note 193.), va- " rious returns, and the chief engineer's continuation of the " journal of the ſiege of the Moro fort, which was taken by " ſtorm on the 30th of July laſt month; ſo much to the ho- " nour and credit of his Majeſty's troops, and to Major-Gene- " ral Keppel, who commanded the attack, that I ſhould do " them injuſtice if I did not mention them in a particular " manner to your Lordſhip. Our mines were ſprung about " one o'clock, and a breach made, juſt practicable for a file of " men in front. The enemy was drawn up on the top of it " in force, with a ſeeming determination to defend it. The " attack was ſo vigorous and impetuous, that the enemy was " inſtantaneouſly drove from the breach, and his Majeſty's " ſtandard planted on the baſtion.

" I did not ſend a particular expreſs with this good news to " your Lordſhip, becauſe I flattered myſelf, that what has hap- " pened, would ſoon be the conſequence of our ſucceſs at fort " Moro.

" On the 11th in the morning, by a ſignal from the fort, we " opened our batteries againſt the town and Punta fort. The " guns and mortars were ſo well ſerved by the artillery and ſail- " ors, and their effect ſo great, that, in leſs than ſix hours, all

" the guns in the fort and north baſtion were ſilenced. The " Governor hung out the white flag, and beat a parley; at the " ſame time, ſent out an officer to propoſe a ceſſation of arms " for twenty-four hours, in order to prepare the articles of capitulation.

" I ſent on board the Namur, to the Admiral, to inform him " of the Governor's propoſals.

" Sir George Pocock immediately came to my quarters, and " we agreed to a ſuſpenſion of hoſtilities to the 13th, at twelve " o'clock.

" I ſummoned the Governor on the 10th. His anſwer was " very civil and proper; at the ſame time ſaying he would defend the town to the laſt extremity.

" The difficulties the officers and ſoldiers have met with, and " the fatigues they have ſo cheerfully and reſolutely gone thro' " ſince the army firſt landed on this iſland, are not to be deſcribed. They deſerve from me the greateſt commendations: " and I muſt entreat your Lordſhip to take the firſt opportunity " of informing his Majeſty, how much I think myſelf obliged " to Lieutenant-General Elliot, and the reſt of the general officers under my command; to every officer and ſoldier in the " army; and to the officers and ſailors of his Majeſty's fleet, for " the zealous manner in which they have carried on the ſervice, " and for the great aſſiſtance I have received from them. Happy we ſhall think ourſelves, if our conduct meets with his " Majeſty's approbation.

" Sir George Pocock, and Commodore Keppel, have exerted " themſelves in a moſt particular manner: and I may venture " to ſay, that there never was a joint undertaking carried on " with more harmony and zeal on both ſides; which greatly " contributed to the ſucceſs of it.

" Captain Nugent, one of my Aids-de-camp, who has the " honour of delivering you my diſpatches, can inform your " Lordſhip of any particulars you are pleaſed to learn from " him. He has been very active; and preſent at every material affair that has happened ſince the landing of the troops. " I muſt beg, through your Lordſhip, to recommend him to "his Majeſty, as a very deſerving young man. He carries with "him the Spaniſh enſign taken at the Moro.

"Colonel Carleton *, who has acted as Brigadier ſince Lord "Rollo left the army, had the misfortune of being wounded "on the 22d of July, when the enemy made a ſortie: He is at "preſent in a fair way of doing well. I think it but juſtice to "Major Fuller, who is my eldeſt Aid-de-camp, to ſay, that I "ſhould have ſent him to England, if I had not thought it "would be more agreeable to his Majeſty's ſervice, to receive "the news by one of his own ſervants.

"I am, &c.

"ALBEMARLE."

The Admiral ſent home the Honourable Auguſtus Hervey with his diſpatches; and the following is a copy of his letter to Mr Cleveland, Secretary to the Admiralty.

"SIR, "*Namur, off Chorera river, near the Havannah, Auguſt 19th*, 1762.

"I deſire you will acquaint their Lordſhips, that it is with "the greateſt pleaſure I now congratulate them on the great "ſucceſs of his Majeſty's arms, in the reduction of the Havan- "nah, with all its dependencies.

"The Moro fort was taken by ſtorm the 30th of laſt month, "after a ſiege of twenty-nine days. During which time, the "enemy loſt above a thouſand men, and a brave officer in Don "Louis de Velaſco, Captain of one of their men of war, and "Governor in the Moro, mortally wounded in defending the "colours, ſword in hand, in the ſtorm. And, on the 11th in- "ſtant, the Governor of the Havannah deſired to capitulate for "the town, which was granted; the articles were agreed to "and ſigned, and we were put in poſſeſſion of the Punta and "Land-gate on the 14th. With this great and important ac- "quiſition to his Majeſty, have alſo fallen twelve large men of "war of the line, as per liſt; three of which were ſunk, with

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* Now Lord Dorcheſter.

"a Company's ſhip, in the entrance of the harbour; nine are "fit for ſea, and two upon the ſtocks; a blow that I hope will "prove the more capital to the enemy, as they receive it ſo "early in the war; and, I may venture to ſay, will leave all "their ſettlements in this part of the world, expoſed to any attempt that may be thought proper to be made on them. But "however trivial, with the poſſeſſion of the Havannah, it may "appear, I yet cannot help mentioning the diſcovery and poſ- "ſeſſion of the harbour of Mariel, about ſeven leagues to the "leeward of this, and which we had made ourſelves maſters "of, though the enemy had endeavoured to ruin it, by ſinking "ſhips in the entrance; and had lately ſent near one hundred "tranſports, with ſome men of war there, for the ſecurity a- "gainſt the ſeaſon in which we are already advanced. It will "be as needleſs, as almoſt impoſſible, for me to expreſs or de- "ſcribe that perfect harmony that has uninterruptedly ſubſiſted "between the fleet and army from our firſt ſetting out. In- "deed it is doing injuſtice to both, to mention them as two "corps, ſince each has endeavoured, with the moſt conſtant "and cheerful emulation, to render it but one; uniting in the "ſame principles of honour and glory for their King and Coun- "try's ſervice. I am glad, on this occaſion, to do juſtice to the "diſtinguiſhed merit of Commodore Keppel, who executed "the ſervice under his direction, on the Coximar ſide, with the "greateſt ſpirit, activity, and diligence. And I muſt repeat, "that the zeal his Majeſty's ſea-officers and ſeamen exerted, in "carrying on the ſervices allotted to them, is highly to be com- "mended.

"I ſhall now beg leave to refer their Lordſhips to Captain "Hervey, for all further particulars, whom I ſend with this let- "ter, and who has approved himſelf a brave and a deſerving "officer in this expedition; therefore think myſelf obliged to "deſire their Lordſhips will recommend him to his Majeſty.

"I am,
"SIR,
"Your moſt moſt obedient humble ſervant,
"G. POCOCK."

The loſs of men which we ſuſtained in this remarkable ſiege was very conſiderable; (See Note 193.) though but trifling in compariſon of what were ſwept off after the place was in our poſſeſſion. Lord Albemarle having orders to return as many troops as could be ſpared when the ſiege was over, to North America, the fifth brigade was ſent to New York, where a long and ſevere winter had ſuch an effect upon ſoldiers almoſt exhauſted by an active campaign in a very warm climate, that very few of them lived to ſee the ſpring. The manner in which the attack againſt the Havannah was conducted, has been ſeverely cenſured by many.

Had the city been the firſt object, inſtead of the ſecond, our loſs had not been near ſo great as it was. The city was of great extent, the wall was out of repair, its fortifications conſiſted of twenty-one baſtions, no out-works except two ravelins, the ditch dry, and not of any great breadth, and the covered-way ruinous. The Punta fort was calculated more to ſecure the entrance of the harbour, than to add ſtrength to the town. The Moro was a ſtrong fort of a triangular form, having two baſtions towards the land, and two irregular ones towards the ſea, where it joined by a wall ſome ſtrong batteries of heavy cannon, which defended the entrance, and overlooked the town and Punta. The fleet, from the ſituation of the place, could not aſſiſt with any effect in battering the walls of it; and to have endeavoured to force an entrance into the harbour, would have been madneſs in the extreme: yet the Spaniards ſeem to have had a great dread of this, by their ſinking ſeveral very large ſhips in the entrance to prevent it. This was almoſt the only thing cenſurable in the noble defence they made, as the broadſides of twelve ſhips of the line gave them ample ſecurity on this head.

The ſinking of ſuch large ſhips has, moreover, materially injured the harbour, as they have never been able to weigh or remove them. As Lord Albemarle found the enemy unprepared, the fortifications of the city of the Havannah out of repair, few regular troops in garriſon, himſelf at the head of an army habituated to victory, the hurricane ſeaſon faſt approaching, when the climate was more to be dreaded than an active enemy; thoſe reaſons, in the opinion of many, ought to have induced his Lordſhip to make good his landing on the weſt ſide; and, before the enemy had time to recover from their ſurprize, or to form a regular plan of defence for the city, to have endeavoured to carry the place by eſcalade. In ſuch an attempt, it is more than probable he would have ſucceeded. When the city fell, all the ſubordinate places fell of courſe, together with the fleet; nor would the loſs ſuſtained have been ſo great, as that occaſioned by a long protracted ſiege. In caſe of a repulſe, too, the enterprize would not have been at an end; it was only purſuing the method which was adopted, and which in the end proved ſucceſsful. There is another matter, with regard to the operations againſt the Havannah, that might have had very great weight with them. This was the immenſe wealth which it was ſuppoſed the city contained, and which, in caſe of a ſucceſsful aſſault, would have become the property of the victors; the gallant ſoldiers and ſailors not having then learned, that the prize-money they had ſo dearly earned, was to be ſo very unequally diſtributed. It will indeed for ever remain an indelible ſtain on Adminiſtration, in permitting the Commanders to appropriate ſo large a ſhare to themſelves, by which the inferior officers and private men obtained but a mere trifle (See Note 193.) in reward of the bravery they had ſhown, and the unparalleled hardſhips they had undergone.

A flag, as Rear-Admiral of the Blue, coming out to Commodore Keppel, Sir George Pocock, on the 3d of November, delivered up the command of the ſquadron to him; and, with the Namur, Culloden, Temple, Devonſhire, Marlborough, the Infante, St Genaro, Aſſumption, and ſeveral other Spaniſh prizes, with about fifty ſail of tranſports, ſailed from the Havannah for England. They had a tolerable paſſage, until they came within two hundred leagues of the Land's-end; when the wind coming round too the eaſt, and blowing very hard, the fleet was diſperſed and driven out of its courſe. Many of the ſhips being leaky, ill provided with proviſions, and in a bad ſtate to keep the ſea, were unable to make the land.

In this miſerable ſtate, it is the leſs to be wondered at, that during the bad weather, twelve of the tranſports foundered. Their crews were ſaved by the ſhips in company. On the 13th of December, the Temple ſhared a like fate. The Culloden and Devonſhire were neceſſitated to throw moſt of their guns over-board to eaſe the ſhips; and after being in the greateſt danger of periſhing, they, with the San Genaro, and ſome more of the fleet, reached the harbour of Kinſale in Ireland, where they remained a conſiderable time repairing their damages, before they could proceed to England, which they at laſt did. The San Genaro, a fine new ſhip, was drove from her anchors in the Downs, and loſt. The ſufferings of that part of the fleet which kept the ſea, are almoſt inexpreſſible. Reduced by famine, and waſted by fatigue, the men were in a great meaſure worn out; many died of thirſt, ſickneſs, and cold. Coming from a warm climate, their clothes were ill calculated to reſiſt the ſevere weather they met with in the northern latitudes. Several of the tranſports were wrecked in the Britiſh Channel, moſt of whoſe crews periſhed. Some of the ſhips were near a month before they got into port, after they had made the land; and as moſt of them were leaky and worm-eaten when they left the Havannah, it is wonderful, conſidering the weather they met with, that ſo many of them reached England. The Lords of the Admiralty becoming uneaſy for the ſafety of Sir George Pocock, ſeveral frigates were ſent out in queſt of him; and, on the 13th of January 1763, he at laſt reached Spithead.

The Marlborough had ſtill a harder fate. Two days after the fleet got through the Gulph of Florida, ſhe parted from the Admiral; when, meeting with a ſevere gale of wind, the leaks, which were conſiderable before, increaſed to ſuch a degree, that after looking in vain for the Admiral, ſhe was obliged to put before the wind. For ſome days, they run from fifty to ſeventy leagues in twenty-four hours; and, the leaks ſtill increaſing, the crew were much weakened by the fatigue of pumping. Captain Burnet ordered thirty guns to be thrown over-board, and the anchors to be cut away, in hopes of eaſing the ſhip; but the leaks were grown ſo very conſiderable, that this effort had little effect. On the 28th of November the ſhip having become quite water-logged, the moſt ſenſible on board began to deſpair, and thought their deſtruction certain. The crew made great exertions, and, with the utmoſt difficulty, kept the ſhip above water all night; when, to the inexpreſſible joy of all on board, at day-break on the 29th, the man at the maſt-head called out that he ſaw four ſail. This welcome and unlooked-for intelligence, inſpired the exhauſted crew with new ſpirits; and, ſo eager were they to behold the means by which they hoped to be reſcued from inſtant death, that the pumps would have been deſerted, had not the officers, with drawn ſwords in their hands, compelled the men to a continuance of their labour, otherwiſe the ſhip muſt have ſunk before the ſails in ſight could have arrived to their aſſiſtance. What ſail they could make, was ſet; and they ſteered for the wiſhed-for objects. At the ſame time, they kept firing of guns, and hoiſted ſignals of diſdreſs. Theſe were happily obſerved; and the ſhips made ſail towards the Marlborough, now a floating wreck: they proved to be his Majeſty's ſhip the Antelope, of fifty guns, commanded by Captain Graves, with a convoy from Newfoundland, bound for Liſbon. As ſoon as the Antelope came within hail, Captain Burnet made his ſituation known; whereupon the boats of each ſhip were immediately hoiſted out. By five in the evening, the crew got all ſafe on board the Antelope, together with ſome cheſts of money, and all the effects of the officers and men. General Lafauſille, who was a paſſenger on board the Marlborough, died two days before ſhe fell in with the Antelope. One of the Lieutenants of the Marlborough having examined the ſhip before the laſt boat put off, and finding two of the crew drunk and aſleep between decks, he had them conveyed to the boat. The water was then up to the orlop-deck. The ſhip was ſet on fire, and the Antelope made ſail for Liſbon. Such an addition of men on board the Antelope, obliged the Captain to put the whole to ſhort allowance of water, a hardſhip that would have been ſeverely felt at any other time, but which was mild, in compariſon of what the Marlborough's crew had ſuffered for ſome days before they had the good fortune to fall in with the Antelope. This reſtriction was of ſhort duration, as they had a quick paſſage to Liſbon, where all their wants were relieved.

When the Earl of Albemarle had got all matters ſettled at the Havannah, he appointed his brother, Major-General Keppel, Governor of it; and ſailed for England, the beginning of December, in his Majeſty's ſhip the Rippon.

As ſoon as the hurricane ſeaſon would permit, Rear-Admiral Keppel ſent out his ſhips to cruize on different ſtations; by means of which, Captain Arbuthnot in the Orford, Captain Bickerton in the Temeraire, and Captain Wolſeley in the Alarm, in company with the Inflexible privateer, took, and carried into Jamaica, the St Carlos of five hundred tons, and the St Jago of three hundred tons: they were Spaniſh regiſter ſhips, both laden with cocoa, bound from the Caraccas to Spain, and turned out very valuable prizes.

Rear-Admiral Keppel in the Valiant, having with him the Temeraire, Orford, Pembroke, and Nottingham, together with the Eagle hoſpital ſhip, being on a cruize off Cape François, received advice that the enemy were preparing a fleet of upwards of twenty ſail for Europe, to which they were to be eſcorted by four merchant frigates: he therefore placed his ſquadron in ſuch a manner, as would be moſt likely to intercept them. Under cover of a dark night, they ventured out, and ſoon after fell in with three New York, and four Weſt Indian privateers, which took five ſail of this fleet. Next morning, the remainder were deſcried by Admiral Keppel and his ſquadron, who, with the aſſiſtance of the before mentioned privateers, took them all, together with their eſcort, and carried them into Port Royal in Jamaica.

The Dragon, Captain Hervey, on her voyage home with Sir George Pocock's and the Earl of Albemarle's letters, took a French ſhip from St Domingo, valued at 30,000l. Sterling.

The Port Royal, ſloop of war, and the Weſtmoreland, privateer of Jamaica, being on a cruize on the Moſquito ſhore, took L'Etoile de la Mer, a Spaniſh regiſter ſhip, valued at 40,000l.

The Danae, Captain Martin, being on a cruize, fell in with a French privateer of ſixteen guns, from St Domingo, who bore down on him. The Frenchman had heard of the peace, and was returning into port; but, unfortunately for him, miſtaking the preciſe time when hoſtilities were to ceaſe, and thinking himſelf in full ſecurity, he came quite cloſe to the Danae. He was greatly diſconcerted when ordered to ſtrike his colours, and came on board, where he received the diſagreeable news, that peace did not take full effect in the Weſt Indies till the day following.

Admiral Keppel diſpatched home the remainder of the Spaniſh prizes, under the conduct of Captain Arbuthnot in the Orford, having with him the Centaur, Dublin, Alcide, Hampton Court, Edgar, and ſome frigates; himſelf waiting to deliver up the Havannah, agreeable to the terms of peace. On the 30th of June 1763, the Conde d'Aricla arrived from Cadiz, with four ſail of the line, and ſome tranſports, having on board two thouſand Spaniſh troops commanded by General O'Reilly; and on their producing an order from his Majeſty, for delivering up the Britiſh conqueſts in the iſland of Cuba, conformable to treaty, they were received with every token of reſpect. The Britiſh garriſon embarked; and, on the 7th of July, the keys of the city were delivered up to the Conde d' Aricla, whom his Catholic Majeſty had appointed to be Governor of the Havannah.

Captain Stair Douglas of the Richmond, eſcorted a detachment of the Royal regiment of foot, to take poſſeſſion of St Auguſtine, the capital of Eaſt Florida; and Captain Frederick Maitland eſcorted the third battalion of the ſixtieth regiment, to take poſſeſſion of Penſacola, the capital of Weſt Florida.

Rear-Admiral Keppel proceeded to Jamaica; and was ſoon after relieved on this ſtation by Rear-Admiral Sir William Burnaby.

## NORTH AMERICA.

FROM recapitulating the glorious ſucceſſes which every where attended the Britiſh arms, we muſt now caſt our eyes to North America, where for a ſhort time the ſcene is reverſed. This turn of fortune, was in the ſurprize of the iſland of Newfoundland (See Note 194.) by the French, to whom its defenceleſs ſtate was well known. The enemy, anxious to ſtrike a blow like this, and knowing, from the great armaments which we had fitted out to act with vigour againſt the Spaniſh ſettlements in the Weſt Indies, and the reinforcements ſent by General Amherſt to the army commanded by the Earl of Albemarle, that many of our principal poſſeſſions in North America were poorly garriſoned, and that we had no fleet of any ſtrength in that part of the world, they reſolved to avail themſelves of this opportunity; for which purpoſe, while we were deeply engaged elſewhere, they equipped a ſmall ſquadron at Breſt, (See Note 195.) with the utmoſt ſecrecy. The command of this ſquadron they beſtowed on M. de Ternay, on board of which they embarked a body of fifteen hundred infantry, commanded by the Comte d'Hauſſonville. This little armament got out of Breſt in a thick fog. Information being ſoon after obtained of their departure, Sir Edward Hawke and the Duke of York, with a ſquadron, (See Note 200.) were diſpatched in purſuit of them. But the enemy ſteering right acroſs the Atlantic Ocean, got clear off.

On the 11th of May, they fell in with three very rich fleets, under a convoy very much inferior to their force, the capture of which would have been of much more detriment to the commercial intereſt of Great Britain, than the taking of St John's in the iſland of Newfoundland, and diſtreſſing the fiſhery there for a ſeaſon. Theſe fleets conſiſted of a ſquadron of Eaſt India Company's ſhips, which Captain Rowley, in the Superb of ſeventy-four guns, was to eſcort a conſiderable way to the weſtward, (See Note 195.); the trade for North America, eſcorted by the Goſport; and the trade for the Weſt Indies, eſcorted by the Danae. As ſoon as the enemy got ſight of them, they gave chaſe. Captain Rowley, being the ſenior officer, iſſued orders to the different fleets to continue their courſe, while, with the men of war, he dropped aſtern of them, and formed a ſort of rear-guard, keeping between the trade and the enemy. When they had neared Captain Rowley ſo much, that he could eaſily diſtinguiſh their force, he formed his three ſhips into a line, brought to, and prepared for action. The enemy, who were now about random-ſhot diſtance, on ſeeing this, hauled their wind, and made off. Captain Rowley immediately gave them chaſe, but as they were clean ſhips, they greatly outſailed him; on which he gave over the chaſe, and rejoined the convoy. But, leſt the enemy ſhould make any attempt to cut off ſome of the trading ſhips during the night, he gave orders to the Albion Indiaman to carry the light for that night, while himſelf remained in the rear, with the war-ſhips, to protect them*.

The enemy's deſign againſt Newfoundland, was ſuſpected by ſeveral people in England, who acquainted the Lords of the Admiralty with their ſuſpicions; and the great Mr Pitt failed not to point out to their Lordſhips the defenceleſs ſtate of that ſettlement. In conſequence of this, a ſquadron was ſent under Captain Palliſer (See Note 195.) to ſuccour the place. M. de Ternay purſued his courſe, and arrived at his deſtination the 24th of June. The troops were diſembarked in the bay of Bulls, and marched againſt St John's. Fort William, its chief defence, was in no condition to make reſiſtance; and the officer commanding the feeble garriſon, being ſummoned, ſurrendered the place.

In the harbour, they took the Grammont ſloop, Captain Mouat, and ſome trading veſſels, and deſtroyed all the fiſhing tackle and ſtages; a conduct they invariably purſued whereever they went. M. d'Hauſſonville ſent a detachment, who took Trinity, and the iſland of Carbonera, although the natural ſituation of the laſt was ſuch, that half a dozen of men could have defended it againſt a thouſand. Conſidering how very extenſive the operations of the war were, it is rather a matter of wonder that this was the only place in his Majeſty's ty's dominions where the enemy could ſucceed by ſurprize. Their triumph, however, was of ſhort duration; for Captain (now Vice-Admiral) Graves, of his Majeſty's ſhip the Antelope, being Governor, took every meaſure in his power to prevent the enemy from making a complete conqueſt of the iſland. He was at Placentia, with his own ſhip and the Syren, when M. de Ternay arrived at St John's. On hearing of the diſaſter which had befallen that place, he immediately wrote to General Amherſt at New York, and to Lord Colvill, Commander of his Majeſty's fleet in North America, at Halifax, informing them of his ſituation; meanwhile, putting all things in ſuch a condition at Placentia, that the enemy never preſumed to attack that place.

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* For this piece of ſervice, the merchants of London preſented Captain Rowley with a beautiful ſilver epergne; as did the Eaſt India Company with a ſilver diſh.

Lord Colvill made all poſſible haſte, and joined Captain Graves with what ſhips and troops he could muſter, (See Note 195.) His Lordſhip landed ſome marines to reinforce the garriſon; and although the force under his command was conſiderably inferior to that of the enemy, yet he reſolved to go in ſearch of them, and ſailed from Placentia the 22d of Auguſt. On the 25th, he got off St John's, and gave chaſe to a ſchooner, which he took cloſe to the harbour's mouth. She was commanded by an Enſign de Vaiſſeau, had been a Britiſh privateer, mounted eight guns, and had on board thirty men. From the information of the priſoners it was learned, that the enemy had added conſiderably to the works of the fort, and erected ſome batteries at the entrance of the harbour, where they had laid a ſtrong boom acroſs, to prevent any ſhip of force from entering it. Learning alſo of the depredatory excurſions which the enemy had made at different parts of the iſland, he ſent the marines of the Syren to the iſland of Boys, which ſaved that place from falling into the enemy's hands. Sir Jeffery Amherſt informed Lord Colvill, that he was reſolved, if poſſible, to drive the enemy from St John's, and, for that purpoſe had given orders to collect a body of troops (See Note 195.) the command of which he gave to his brother Lieutenant-Colonel Amherſt. As theſe troops were to be collected from the different garriſons along the coaſt, Colonel Amherſt loſt not a moment in proceeding from New York to Halifax, and from thence to Louiſburg. From this laſt place he ſailed the 7th of September, and joined his Lordſhip on the 11th, a few leagues to the ſouthward of St John's.

This was a very fortunate junction. Colonel Amherſt had formed the plan of an attack; but, on converſing with Captain Graves, who, from his very ſuperior abilities, great profeſſional ſkill, and the very ample information he was able to give of the country, and the poſition of the enemy, he relinquiſhed his own plan of operations, and adopted the one formed by Captain Graves. The ſucceſs with which it was attended, ſhewed how judiciouſly it had been laid; and while it was executing, the ſquadron kept as cloſe to the harbour's mouth as poſſible, either to attack M. de Ternay, ſhould he endeavour to eſcape, or to prevent him from ſending a force to diſturb Colonel Amherſt and Captain Douglas in their operations. Lord Colvill ſent the Syren along with the troops, to cover their landing; and Captain Douglas had orders to cooperate all his power with Colonel Amherſt.

It being judged proper to land the troops in Torbay, about three leagues to the northward of St John's, they were formed into two battalions; the firſt of which was given to Lieutenant-Colonel Tulikens of the forty-fifth regiment, and the ſecond to Major Sutherland of the ſeventy-ſeventh regiment. While the troops forced their landing, the enemy fired ſome ſhots; but on receiving a briſk fire from the Britiſh light-infantry, they fled towards St John's. Colonel Amherſt immediately put his troops in motion, and marched about four miles; the road was bad, narrow, and through a very thick wood. Captain M'Donell's light infantry corps marched in front, and came up with the enemy, who had concealed themſelves in the wood. They were routed after a ſlight reſiſtance, and ſome of them made priſoners; the reſt fled towards St John's: ſome of the Britiſh were wounded in the attack. The country opened, and the troops took poſt to the left of Kitty-Vitty, a deep inlet from the ſea, where Colonel Amherſt meant to have diſembarked his troops; but, the enemy, aware of this, had ſtopped up the entrance, by ſinking ſome ſmall veſſels in it. The right of the army being cloſe to the river Kitty-Vitty, the enemy fired acroſs it, from a poſt they had on a hill, and incommoded the troops very much. Colonel Amherſt cauſed a body of troops to march up to the top of a high rock which commanded the ford: under the cover of whoſe fire, the light-infantry of the army, under the command of Captain M'Kenzie, forded the river. Theſe, ſupported by the grenadiers of the royal and ſeventy-ſeventh regiments, attacked this ſtrong poſt of the enemy, drove them from the hill, and purſued them towards St John's; when meeting a reinforcement, they faced about: on which Colonel Amherſt ſent Major Sutherland with ſome more troops to the aſſiſtance of the light infantry and grenadiers; which the enemy perceiving, they retreated with great precipitation. The troops then took poſſeſſion of the deſerted poſt, and to maintain it was neceſſary, in order to preſerve a communication with the fleet, for the landing of artillery, ſtores and proviſions. In this attack, Captain M'Kenzie was mortally wounded. The enemy loſt a good many men, and ten were made priſoners.

On the 14th, the troops got the channel cleared of the ſunken veſſels; and Captain Ferguſon, who commanded the artillery, brought round ſome field-pieces from Torbay, in ſhallops. The ground from Kitty-Vitty to St John's is remarkably ſtrong. The enemy having occupied the tops of two hills which they had fortified, of theſe it was abſolutely neceſſary to diſpoſſeſs them before ſiege could be laid to the fort. The neareſt of theſe hills lay in front of the Britiſh out-poſts, and near the road to St John's. Early in the morning of the 15th, Captain M'Donnel, with his light-infantry, after a moſt fatiguing and difficult march, got round the hill, and took the enemy by ſurprize; and although they had poſted here three companies of grenadiers, and two piquets, with a mortar and a ſix-pounder, under M. de Belcomb, their ſecond in command, and eſteemed one of their beſt officers; yet with ſuch vigour were the enemy attacked, that they only gave one fire, and retreated with great precipitation, having a great many killed and wounded, beſides a Captain and thirteen men made priſoners. On this occaſion, Lieutenant Schuyler and four men were killed, and Captain M'Donell and eighteen men wounded. On the 16th, the army marched towards St John's, on which the enemy abandoned the poſt they had on the other hill, which entirely commanded the entrance of the harbour; on this Colonel Amherſt immediately ordered poſſeſſion to be taken, and in the courſe of the day, completely inveſted fort St John's. Captain Douglas having ſent the artillery, mortars, and camp-equipage from Torbay to Kitty-Vitty, the Colonel broke ground that very night. During the greateſt part of the day of the 26th, the fog was remarkably thick; a circumſtance equally fortunate to both the Britiſh and the French. Colonel Amherſt by it was enabled to take all his meaſures for reducing the place, without being perceived by the enemy: while, under its cover, M. de Ternay ſtole out of the harbour with his ſquadron, and effected his eſcape. Lieutenant-Colonel Tulikens, who was poſted on a hill which commands the entrance of the harbour, could hear their noiſe, but could not diſcern any of their ſhips: the fog even altered the direction of the ſound, which ſeemed to come from another part of the harbour, while they muſt have been directly under him. When it cleared up, the enemy's fleet were ſeen by Lord Colvill's ſquadron; but they had got ſo great a diſtance, that it would have been to no purpoſe to have purſued them; and they were ſo fortunate as not to fall in with the ſhips under the command of Captain Palliſer, who had been ſent from England to the relief of St John's, and who arrived on the coaſt ſoon after M. de Ternay took his flight. The French Commodore went off in ſo great a hurry, that he left his anchors behind him, and even turned adrift the boats which had towed him out of the harbour; their grenadiers were to have gone on board the ſquadron; but for fear of loſing ſo favourable an opportunity of eſcaping, he would not throw away ſo much time as to embark them. Lord Colvill, from the care he had taken to provide a number of ſhallops and ſmall craft, by which the artillery and ſtores were eaſily tranſported from Torbay to Kitty-

Vitty, greatly accelerated the military operations. Captain Douglas of the Syren conducted this part of the ſervice, with an exactneſs and activity peculiar to his character. On the 17th, Colonel Amherſt opened a mortar battery againſt the fort, and was buſy in erecting ſome batteries for cannon; when, on the 18th, M. d'Hauſſonville began a correſpondence with Colonel Amherſt, which ended in a capitulation, by which the French ſurrendered themſelves priſoners of war, on condition of being ſent to France. The Colonel's correſpondence with the French Commandant, and the articles of capitulation, will be found in the Appendix, (See Note 196.) The French carried matters with a high hand while they remained maſters of St John's; plundered without mercy, all the merchants there, and ſent off many of the inhabitants in ſmall veſſels to Placentia, and other places. The goods thus taken from them, were thrown promiſcuouſly into ſuch warehouſes as the enemy found moſt convenient for their purpoſe. The arduous taſk of returning the plundered goods to the right owners, of reſtoring order, and of ſetting all matters to rights where the French had exerciſed their authority, was left to the management of Captain Graves; whoſe impartial conduct met with univerſal applauſe.

## SOUTH AMERICA.

We ſhall conclude our hiſtory of the war in this quarter of the globe, by an account of an expedition againſt Buenos Ayres, (See Note 197.) The plan was well laid, although it failed of ſucceſs. Accident alone was the cauſe of its miſcarriages. While our troops and navy were employed in attacking the Spaniſh ſettlements in the Weſt Indies and in Aſia, a blow was concerted to be ſtruck againſt their ſettlements in South America; and an attack upon the colony of Buenos Ayres in the river Plate, was agreed on. To carry this plan into execution, the Britiſh Miniſtry gave every encouragement to ſome private adventurers, among whom were ſome noblemen

men and wealthy merchants, to undertake this enterpriſe. There were ſundry very cogent reaſons for this expedition. Buenos Ayres, from the lucrative trade carried on there, was of itſelf an object: its ſituation was extremely important during the war; for, by the poſſeſſion of this port, we could carry our arms into the vitals of the Spaniſh American dominions. It was not only well adapted for aiding any enterpriſe againſt the Spaniſh ſettlements in the South Seas, as well as all the Spaniſh colonies in this part of the world, beſides that it lay moſt conveniently to moleſt the Portugueſe ſettlements; but by the poſſeſſion of it, we could diſtreſs our enemies, as well as protect our allies. Amongſt the greateſt encouragements to this undertaking, was the weakneſs of the place, which by no means poſſeſſed ſtrength equal to its importance. From theſe conſiderations, it is to be lamented that the Britiſh Miniſtry were not able to make it an object of public, inſtead of private concern; but from the multiplicity and extent of our military operations, this was rendered utterly impoſſible. The adventurers purchaſed from Government his Majeſty's ſhips Kingſton and Ambuſcade, and conferred the command upon Captain Macnamara, of the Eaſt India Company's ſervice, an officer of reputation and experience. He uſed great diſpatch in fitting out the two ſhips, and repaired to Liſbon, where he was joined by a conſiderable reinforcement. On board the ſquadron were embarked five hundred Portugueſe troops. He ſailed from the Tagus the 30th of Auguſt 1762; his force as follows:

| | | | |
|---|---|---|---|
| Britiſh, | * Lord Clive, | 50 guns, | 350 men. |
| | Ambuſcade, | 38 | 200 |
| Portugueſe, | Gloria, | 36 | Having on board 500 ſoldiers, beſides ſeamen. |
| | A Snow, | 16 | |

And five veſſels loaded with ſtores.

They proceeded immediately for Rio de Janeiro, the capital of the Portugueſe ſettlements in Brazil. All diſpatch was uſed

in

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* The Kingſton, changed to this name, from that nobleman having a conſiderable ſhare in the undertaking.

in getting the ſquadron ready for the expedition; which being done in three weeks, they ſailed, and, on the 2d of November, arrived in the river Plate. The voyage, hitherto proſperous, now began to change its aſpect. As ſoon as the ſquadron had entered the river, difficulties began to emerge, which had not been foreſeen. A violent ſtorm of wind and rain aroſe, accompanied with the moſt dreadful flaſhes of lightning and claps of thunder. Luckily the ſquadron received no damage, and next day the weather became moderate. On ſounding the river, it was found to be full of ſhoals, which rendered the navigation extremely intricate; obſtacles in themſelves very difficult to be ſurmounted, and which muſt have proved great obſtructions in the projected attack againſt Buenos Ayres.

The Spaniards were more on their guard than was at firſt apprehended; they had even acted on the offenſive, and attacked and taken the Portugueſe ſettlement of Nova Colonia, at which place Captain Macnamara deſigned to have put in, for reinforcements and intelligence. The ſquadron paſſed by Monte Video, the firſt ſettlement the Spaniards have on the north ſhore, and where their regiſter ſhips diſcharge their cargoes. Here they ſaw one of theſe ſhips, ſuppoſed to be the St Barbara, waiting for convoy from Spain; but Captain Macnamara did not think proper to engage her, as her cargo was at this time at Buenos Ayres, and the attacking of her would have alarmed the whole country, and probably defeated the ſcheme. The better to deceive the enemy, the ſquadron hoiſted no colours, which cauſed them to be taken for Portugueſe; enemies the Spaniards had no dread of. Next day they ſaw a veſſel cloſe in ſhore; on which the Commodore ordered the boats manned and armed to attack her. When our boats came near, they fired on them; upon which they rowed briſkly up, and, pouring a volley of ſmall arms into her, were pulling on board, when ſhe ſtruck, and proved to be a ſchooner of twenty tons, loaded with military ſtores from Buenos Ayres, bound to Monte Video: ſhe mounted ſix braſs three-pounders, two braſs patteraroes, and had eleven men on board. From the priſoners, they received the diſagreeable intelligence of the Spaniards having made an eaſy conqueſt of St Sacrament, or Nova Colonia, about a month before.

The Commodore made all the expedition up the river he could; but was much retarded, as ſome one or other of the veſſels got aground every tide. This obliged him to keep near the ſouth ſhore, being the deepeſt water, from whence he could plainly perceive the enemy's troops march up the banks; and when he came to an anchor, they incamped, intrenched themſelves, and ſet to work to erect batteries to oppoſe a deſcent. On the morning of the 17th of December, the ſquadron got within ſight of Nova Colonia, and ſaw two frigates at anchor under the fortifications; and, near to one of the forts, a large Indian camp. The ſquadron cleared for action, in hopes of attacking the place next day; the Portugueſe frigate got aground three or four leagues off; when the Commodore's pilot, whom he had brought from Rio de Janeiro, declared it impoſſible for the ſquadron to take the place. On the 24th of December, the Commodore went on board the Ambuſcade, and told the Captain, that he had come to a reſolution to attempt cutting out or deſtroying the two Spaniſh frigates before mentioned, and that he intended to put his plan in execution that night, the rendezvous to be at his ſhip. Accordingly nine boats manned and armed, having pitch-tubs and hook-ropes, &c. on board, were ordered for this expedition. The night was extremely dark; but the boats were either too late in ſetting out, or did not row briſk enough; for they were near a mile's diſtance from the largeſt frigate when day broke. The fort gave the alarm, and began to fire, as did both the frigates immediately after. All they could now do, was to return: which they did at great hazard: but ſuch bad aim did the Spaniards take, that not a man was hurt. Half an hour's more darkneſs would have completed the ruin of the frigates, as they were entirely unprepared: to attempt this a ſecond time, however, would have been ridiculous. The Commodore was extremely ill ſatisfied with the management of this affair.

The Commodore finding all his attempts on Nova Colonia in vain, ſailed down the river, with an intent of attacking Monte

Video. Having got off there, he went in a ſmall veſſel, and ſounded the entrance of the harbour, which the pilots ſaid was very difficult. While the Commodore was preparing for the attack, a ſail came in ſight; and the ſignal being made to weigh anchor, the ſquadron ſtood for her. They were in hopes ſhe was a galleon or regiſter ſhip from the South Seas, two being expected about this time; but ſhe proved to be a Portugueſe veſſel with diſpatches for the Commodore; the Captain of which, an Engliſhman, who had navigated in this river for twenty-three years, and was eſteemed the beſt pilot the Portugueſe had, undertook to carry the Lord Clive within piſtol-ſhot of the fort at Nova Colonia: his offer was readily accepted by the Commodore, and the ſquadron ſtood once more up the river: in two days they got off Nova Colonia, and, on the 6th of January 1763, reſolved to attack it immediately. Hazardous as the enterprize was, there was great probability of its ſucceſs; the ſhips were in good order, and the men in high ſpirits. The Lord Clive led the van, followed by the Ambuſcade and Portugueſe frigate, which laſt was to attack a ſmall battery; but, either through deſign or accident, they got aground ſome miles off, and were of no ſervice; ſo that the two Britiſh ſhips had the fire of the fort, the batteries, with a frigate of thirty-ſix, and another of twenty-eight guns, to ſuſtain. The ſhips moved on to the attack with all their colours diſplayed, horns ſounding, and drums beating, expreſſive of their hopes of victory.

The engagement began about twelve o'clock, and continued with great vigour on both ſides for four hours; and ſuch was the ſpirit and reſolution of our ſailors, that their fire ſeemed always to increaſe, while that of the enemy, unable and unaccuſtomed to ſuch work, gradually diminiſhed. Their batteries and ſhips being now almoſt ſilenced, and the Spaniſh ſoldiers flying from their guns, the colours were every moment expected to be ſtruck. Juſt at this critical inſtant, when victory ſeemed certain, by ſome unknown accident the Lord Clive took fire, and was ſoon in a blaze. The flames were ſcarcely diſcovered, when there appeared an impoſſibility of quenching them. Now was exhibited a moſt melancholy ſpectacle: both ſides of the veſſel were immediately crowded with naked men, who, but a few minutes before, reckoned themſelves almoſt in the aſſured poſſeſſion of conqueſt and wealth: many precipitated themſelves into the ſea, preferring the dreadful alternative of death by water rather than by fire: ſome clung to the yards and rigging, until the aſcending flames forced them to tumble into the ſea, where they periſhed. Commodore Macnamara, who had received a wound in the hand, and another in the noſe, by a ſplinter, ſtripped; and, with the brave Captain Williams, the pilot, leaped over-board, and both periſhed. Upon this accident being perceived, the enemy's fire recommenced, and their diſmayed troops returned to the batteries: this redoubled the diſtreſs of thoſe on board; and many, who might have eſcaped by ſwimming, were killed. Several who had loſt their limbs in the engagement, lay bleeding and helpleſs on the deck; and, without the leaſt power of ſhifting their ſituation, beheld the mercileſs flames approach them. No aſſiſtance could be given, all being occupied by their own diſtreſs, and intent on their own preſervation. Some of the wounded periſhed by their own hands. A circumſtance is related of this dreadful ſcene, which is extremely ſtriking, and ſtrongly characteriſes the ſpirit of the Britiſh ſeamen. Several of thoſe who could not ſwim, in the midſt of this ſcene of horror and confuſion, went to the lower deck guns, and kept up a conſtant fire upon the enemy, till they were driven by the flames to periſh by another element. Out of three hundred and fifty men, only ſeventy-eight eſcaped.

The other veſſels of the ſquadron, far from being able to yield any aſſiſtance to the ſufferers, were obliged to cut their cables, and get off as expeditiouſly as they could, leſt they ſhould be involved in the ſame fate. The Ambuſcade with great difficulty got off about ſix in the evening, and anchored about four miles from Nova Colonia: ſhe was reduced to a mere wreck, having received ſixty ſhot in her hull, many of them between wind and water; five ſhot in the main-top-maſt, all the boats unſerviceable, fore-top-maſt ſhot through the heel; the beſt bower and ſtream cable ſhot through; ſails, lifts, braces, and halliards much damaged; ſix feet water in the hold, and ſix guns diſmounted. By wonderful exertions, they repaired ſome of their moſt material damages, and made a ſhift to get back to Rio de Janeiro.

In this diſaſtrous manner ended this expedition, which had been conducted with a reſolution equal to any during the war, but with a fortune very different. The number of men was the only conſiderable loſs that attended this repulſe. It was no ſmall conſolation, however, to thoſe who eſcaped the flames, that after they got on ſhore, they were treated with a degree of humanity and benevolence which could not be exceeded, had the ſame calamity happened to them on the coaſt of their own country, and among their deareſt friends and relations. Inſtead of regarding them as perſons come to deſtroy and plunder their ſettlements, the Spaniards conſidered their misfortunes, not their enmity, and treated them rather as their children, than captives. The Britiſh came to them naked; they clothed them all decently, and uſed them in every other inſtance with equal tenderneſs and indulgence. Thus was the war cloſed by an action, the fitteſt in the world to infuſe ſentiments correſpondent to a ſtate of peace and union between two brave and generous nations, whoſe true intereſt is, to be always united in friendſhip.

## MEDITERRANEAN.

As ſoon as it was perceived that a rupture with Spain was unavoidable, a ſtrong reinforcement of ſhips was ſet out under the command of Sir Piercy Brett, to join the fleet under Sir Charles Saunders, who ſtill continued to be veſted with the command of his Majeſty's ſhips on this ſtation; (See Note 196.) The cruizing ſhips met with very great ſucceſs, particularly the Active and Favourite ſloop, which having been ſent in hopes of intercepting a very rich ſhip expected at Cadiz from Lima, had the good fortune to get ſight of her on the 21ſt of

May, and immediately gave chaſe. In a few hours they were cloſe along-ſide, when Captain Sawyer hailed them whence they came; and, on being anſwered from Lima, he deſired them to ſtrike, for that hoſtilities were commenced between Great Britain and Spain. This was a piece of news they were not prepared for; but, after a little heſitation, they ſubmitted. Poſſeſſion was then taken of the veſſel, the Hermione, which was by far the richeſt prize made during the war; the cargo and ſhip, &c. amounting to 544,648l. 1s. 6d.; a particular account of which, and the diſtribution of the prize money, the reader will find in the appendix, (Note 197.)

The treaſure was conveyed from Portſmouth to London in twenty waggons, eſcorted by a party of ſailors. The waggons were decorated with the Britiſh colours flying, having thoſe of Spain underneath them. They made a grand proceſſion, and entered the city of London the 12th day of Auguſt, the day his Royal Highneſs the Prince of Wales was born; and which contributed very much to increaſe the joy which was ſo generally manifeſted on the glorious occaſion. The proceſſion proceeded along Piccadilly, down St James's ſtreet, where his Majeſty and many of the nobility viewed it from the windows over the gate of the palace. On their coming to London, they were joined by a troop of light dragoons, with a band of muſic, conſiſting of kettle-drums, French-horns, trumpets and hautboys; and in this manner did they march on through the city to the Tower, amid the acclamations of a prodigious concourſe of people.

One of Sir Charles Saunders's fleet took the Perlu of Barcelona, having on board one hundred thouſand dollars. This was the firſt ſhip taken from Spain, after the declaration of war. On the 23d of July, the Pallas was attacked in Cadiz-bay by two xebeques, one of thirty-two, and the other of twenty-four guns. After engaging for ſome time, they were both ſo much diſabled, and had loſt ſo many men in the action, that they made off. Captain Clements purſued, and would have taken them both, had not a ſhip of the line been diſpatched from Cadiz to their aſſiſtance, which came in time to protect them; as, on her approach, the Pallas was obliged to deſiſt, and ſave herſelf by flight.

The Active took a French privateer of twenty-two guns, and two hundred and forty men.

The Gibraltar, Captain Griffith, took a French privateer of eighteen guns off Leghorn, after a moſt deſperate engagement, in which the firſt Lieutenant of the Gibraltar, and five men were killed, and many wounded.

The Brune, commanded by Captain Tonyn, being on a cruize off Carthagena, on the 23d of October, about ſeven leagues to the weſt of that port, fell in with the Oiſeau, a French frigate of twenty-ſix guns, and two hundred and forty men, and, after an obſtinate engagement, took her. The Brune had ſix men killed, and fourteen wounded. The Oiſeau had forty-nine men killed and wounded. The Chevalier de Modene, her Captain, loſt his right arm; three of his officers were wounded, and all the reſt killed. She was purchaſed by Government, and added to the Royal Navy by the ſame name.

In the month of November, the Sheerneſs, commanded by Captain Clarke, being on a cruize, was chaſed into Villa Franca by three French ſhips of war, where they followed. The Captain of La Minerve, actuated by an idle ſpirit of vanity and inſolence, reſolved to anchor between the Sheerneſs and the ſhore. In doing this, he ran his ſhip upon the rocks that form the eaſtern ſide of the harbour. The wind blew very freſh, and the ſea ran ſo high, that no boat durſt venture from the ſhore to afford him aſſiſtance. The Captain was quite ignorant of his profeſſion; and being ill ſeconded by his officers and people, who were little accuſtomed to meet with ſuch difficulties, the ſhip, in leſs than two hours, was completely wrecked. In this dreadful ſituation, expecting to periſh every moment, Captain Clarke ſent his boats to their aſſiſtance; and the Britiſh ſailors exerted themſelves ſo effectually, (to the aſtoniſhment of all who beheld them) that they brought off all the crew, except about twenty-five who were waſhed off by the violence of the waves. The French Commodore entertained ſo high a ſenſe of the benevolence of Captain Clarke on this occaſion, that he waited on him in perſon, and thanked him for the great aſſiſtance he had afforded them in their diſtreſs.

When the war was at an end, Sir Charles Saunders and the greateſt part of the fleet ſailed for England, leaving a ſquadron under Rear-Admiral Sir Piercy Brett, to take poſſeſſion of Minorca. Sir Piercy was relieved in command by Commodore Thomas Harriſon in the Centurion; on board of whoſe ſhip, his Royal Highneſs the Duke of York for ſome time hoiſted his flag.

## TRANSACTIONS AT OR NEAR HOME.

In order to prevent the French from ſending ſuccours to their Weſt India ſettlements, now attacked by the fleet and army under Admiral Rodney and General Monckton, a ſquadron was kept cruizing before Breſt, under the command of Commodore Spry, (See Note 198.) But a ſevere gale about the middle of January having compelled him to put into Plymouth; in his abſence, the French diſpatched M. de Blenac, with a fleet of ſeven ſail of the line, three frigates, and a ſloop, for Martinico, as before related. On board of this ſquadron, they embarked five battalions of infantry, (See Note 190.) They were ſeen ſoon after they got out, and Commodore Spry was early informed of their departure. He ſhaped his courſe to the beſt of his judgment, and purſued them with a preſs of ſail: but miſſing them, and not having a ſtock of proviſions on board to warrant his proceeding farther, he diſpatched the Aquilon frigate, Captain Ogle, expreſs to Admiral Rodney (as was obſerved when treating of the conqueſt of Martinico) to put him on his guard; and returned with his ſquadron to England.

The French continued arming ſome ſhips at Rochefort. But men of war fitted there, muſt fall down the river Charante, and take in their guns and heavy ſtores abreaſt of the iſland of Aix, before they proceed to ſea. They would have found great difficulty to effect this, as the ſquadron under Commodore Lord Viſcount Howe, in Baſque-road, very narrowly watched all the enemy's motions at this port. Lord Howe going as Captain to his Royal Highneſs the Duke of York, was relieved on this ſtation by Commodore Denis, (See Note 199.), who ſent out cruizers from this place, which picked up ſome prizes both from the French and Spaniards. When intelligence was received that M. de Ternay, with a ſmall fleet, had eſcaped from Breſt, Sir Edward Hawke, and the Duke of York, with ten ſail of the line and ſome frigates, (See Note 200.) were ordered out in purſuit of him. M. de Ternay ſteered right acroſs the Atlantic, and Sir Edward ſteered for Cape Finiſterre, by which they miſſed of each other. After an unſucceſsful cruize, Sir Edward returned to England about the end of Auguſt. This fleet was again ordered to ſea, under the command of Sir Charles Hardy, and ſailed from Spithead the 12th of September. On the 29th, the Duke of York followed him with a reinforcement of ſhips, (See Note 201.) Theſe continued cruizing till the 30th of October, when they came to an anchor in Plymouth ſound. They put to ſea again on the 13th of November, and ſtretched as far to the ſouthward as the iſland of Madeira, in hopes of falling in with ſome of the Spaniſh regiſter ſhips, before the time preſcribed by the preliminary articles of peace for a ceſſation of hoſtilities in theſe latitudes took place; but they returned to England without ſucceſs.

While Sir Edward Hawke was cruizing on the coaſt of Spain, a ſquadron under the command of Commodore Man (See Note 202.) blocked up the port of Breſt. The ſhips of this ſquadron, picked up ſeveral prizes. On the 1ſt of September, Commodore Man made the Torbay's ſignal to chaſe a ſail in the S. W. quarter, which was ſoon perceived to be an enemy. The wind dying away, Captain Brett hoiſted out his boats, and towed for ſeveral hours towards the chaſe. In the evening, a freſh breeze ſprung up, when all the fleet joined in the purſuit; and at half paſt ten at night, the Lion got up with the enemy. An action then took place, which laſted near an hour, when the Zephyr, a French frigate of thirty-two guns, (but mounting only twenty-ſix), and two hundred and fifty men, (one hundred of whom were ſoldiers), ſtruck. She was bound for Newfoundland with troops, two braſs mortars, ſome braſs cannon, ammunition and ſtores. The enemy had nine killed, and twenty-five wounded; her rigging very much damaged. The Lion had only three men ſlightly wounded.

Commodore Young commanded a ſmall ſquadron in the channel, and hoiſted his broad pendant on board the Guernſey. He watched with great attention all the principal poſts belonging to the enemy in the channel, and prevented them from tranſporting naval ſtores cloſe along ſhore in their prames from Havre de Grace to Breſt. He forced ſome of theſe aſhore near the mouth of Caen river. His cruizers deſtroyed a few, and obliged others to run up the river for ſhelter, where they could not be got at.

Commodore Moore commanded in the Downs, and had his broad pendant on board the St George. His cruizers found more employment from the Dutch, than either the French or Spaniards; for the ſubjects of the States General ſtill perſiſted in ſupplying the enemies of Great Britain with all ſorts of naval and warlike ſtores; and were alſo engaged in carrying the produce of the French colonies from the Weſt Indies to Europe. They had been ſo very clamorous againſt the vigilance of the Britiſh cruizers in ſearching their ſhips, and preventing their illicit commerce, that, in order to put a ſtop to them, their High Mightineſſes had found it neceſſary to put ſome ſhips of war in commiſſion, in order to protect their trade. Four of the merchant ſhips, under convoy of a frigate of thirty-ſix guns, in the month of September fell in with the Hunter ſloop, the Captain of which, agreeable to his orders, ſent his boat on board one of the merchant ſhips, in order to ſearch her. This the Captain of the frigate would not permit; and the Hunter ſloop, not being of ſufficient ſtrength to enforce the orders, her Captain made the beſt of his way to the Downs, and made a report to Commodore Moore of what had happened. The Commodore immediately ſent Captain Adams in the Diana, having with him the Cheſter of fifty guns, and the Hunter and Trial ſloops, with orders to ſearch the merchant ſhips, and to uſe force, if neceſſary. The day following, Captain Adams came up with them, and told the Captain of the Dutch frigate, that he muſt know what his convoy were loaded with; who anſwered, that he would not allow his convoy to be ſearched, and would defend the ſhips committed to his care, to the laſt. On this, Captain Adams ordered a boat, with a Britiſh jack in her bow, to be ſent on board of each of the Dutch merchant ſhips, letting the Captain of the frigate at the ſame time know, that he would not allow the Britiſh flag to be inſulted. The Dutch frigate fired a gun at the headmoſt boat, loaded with grape ſhot, by which one man was wounded; on this, Captain Adams fired a gun at the frigate, in order to bring her to. This was anſwered by a broadſide; and an action immediately commenced between the Diana and the Dutch ſhip of war, which laſted about a quarter of an hour, when the Dutch ſhip ſtruck, who, with her convoy, were all brought into the Downs. In the action, the Dutch had four men killed, and five wounded; among the latter was the Captain, who loſt a part of his noſe. The Diana had not a man hurt. The merchant ſhips were found to be laden with naval ſtores for the uſe of the French navy; and were detained to ſtand trial. The war ſhip was diſmiſſed.

The Loweſtoffe, Captain Stirling, drove aſhore, and deſtroyed two French prames off Graveling, ſeveral of whoſe crews were killed or wounded in endeavouring to eſcape. The Grace cutter, commanded by Captain M'Bride, deſtroyed a ſmall French privateer on the coaſt of Holland. The Lion cutter, commanded by Lieutenant Reeve, took a French lugſail privateer of ſuperior force; and the Tartuffe cutter took a ſmall French privateer. The Phœnix, Captain Bethel, took, after a chace of ſix hours, the L'Opale, a French frigate of twenty-four guns, and two hundred and fifty men.

On the 30th of January, the Danae, then commanded by Captain Hay, in abſence of Captain Martin, having thirteen ſhips under convoy from Gibraltar, fell in with a large French ſhip, who lay to for them. Although the Danae was much ſuperior in force, as ſoon as they came up, the Frenchman engaged her for upwards of three hours, yard-arm and yard-arm moſt of the time, during which, the enemy loſt her main-yard, fore-top maſt, main-top-maſt, and bowſprit. She muſt have been obliged to ſtrike, if the Danae had been under management. But all the running rigging, fore and aft, was ſhot away, and the maſts and yards much wounded; ſo that the mizen-maſt went by the board, and the main yard was obliged to be lowered down and launched over-board, to ſave the main-maſt. In this ſhattered condition, Captain Hay could not get the ſhip to work; which the enemy perceiving, ſet what ſail they could, and had the good fortune to get off. Captain Hay having repaired ſome of his moſt material damages, ſtood after his convoy. He had eighteen men killed, and forty-two men wounded, ſeven of whom died in a few days. The enemy's ſhip was the Tigre, a private ſhip of war, of twenty-ſix guns, and two hundred and forty men, commanded by M. Fabry. She afterwards engaged his Majeſty's ſhip the Dealcaſtle, Captain Tindal, who obliged her to ſheer off; and ſoon after meeting with the King George privateer, Captain Reed, was taken by her, after an obſtinate engagement.

The Richmond, Captain Elphinſtone, on his way to the Weſt Indies, took a Spaniſh regiſter ſhip from Campeachy for Teneriffe, whoſe cargo conſiſted of a hundred tons of logwood, two thouſand raw hides, and thirty thouſand dollars, which laſt Captain Elphinſtone carried along with him.

None of the cruizing ſhips were more diſtinguiſhed than the Venus, commanded by Captain Thomas Harriſon, who, on the 6th of January took the Boulogne, from the Iſle de France, laden with coffee and pepper, after an action of an hour, in which the enemy had ſeven men killed, and twenty wounded. On board of this ſhip, which mounted twenty guns, and had a crew of one hundred and forty men, came paſſenger the Comte d'Eſtaing, who ſo ſhamefully broke his parole in the

Eaſt Indies. This ſhip was reckoned worth 40,000l. Sterling.

Captain Harriſon, on the 6th of March, in latitude 42. 20. Oporto E. by S., diſtant ninety-two leagues, at day-light fell in with a Britiſh ſhip, who had a ſignal of diſtreſs out (name unknown) without a living creature on board. She was laden with proviſions, bale goods, &c.; when boarded, ſhe had nine feet water in her hold. Captain Harriſon directed her pumps to be tried, when his people ſoon cleared her of the water, found out her leak, and ſtopped it. The ſame day he gave chaſe to a ſail, which he came up with and took: ſhe proved to be the Aimable Marie, from Bourdeaux for St Domingo. In the evening of the ſame day, Captain Harriſon got ſight of another Britiſh ſhip, with a ſignal of diſtreſs out, and was greatly ſurpriſed, when he came up with her, to find her alſo abandoned. Her cargo was the ſame as the other; ſhe had eight feet water in her hold, which was ſoon cleared, and the leak in a great meaſure ſtopped. Captain Harriſon ſuſpected that there was ſome trick in the intended loſs of theſe ſhips, eſpecially the laſt, as ſhe appeared to have been abandoned for ſome time, was a fine veſſel of thirty guns, but not well furniſhed for a long, or even a Weſt India voyage.

On the 17th, Captain Harriſon was chaſed with his three ſhips in company, by a brig which he ſoon perceived to be a privateer, and immediately gave chaſe to her himſelf, on which the enemy endeavoured to make off, when after a purſuit of twenty-ſix hours, during which time he run ſixty leagues, the enemy's main-top-maſt broke, and fell over the ſide; he then came up with her, on which ſhe ſtruck, and proved to be the Aimable Joſepha, a Spaniſh privateer of St Sebaſtians, mounting fourteen guns, and having a crew of one hundred and three men. On the 6th of May, Captain Harriſon took the Miquilet, a French privateer of Bayonne, of fourteen guns, and one hundred and ſix men. On the 4th of June, he took the Noſtra Signora de Bignonia, a Spaniſh privateer of Bilboa, of ſixteen guns, twenty ſwivels, and one hundred and ninety-five men; and on the 15th of September, in company with the Lark, Captain Shirley, took the Carnabel, a Spaniſh privateer of St Sebaſtians, of eight guns, and eighty men. On the 18th, they took the Duc de Penthievre, a French privateer of Bayonne, of fourteen guns, and one hundred and ſix men; and, on the 23d, they took, after a ſhort chaſe, the Galgo, a Spaniſh privateer of eighteen guns, and one hundred and thirty-ſix men.

On the 15th of October, the Venus took, after a chaſe of three hours, the Crozen, a ſchooner belonging to the King of France, of ſix guns, and thirty-ſix men.

The Æolus, Captain Hotham†, took, when on a cruize off Cape Finiſterre, two French privateers belonging to Bayonne, and retook a prize they had taken, viz. a ſhip from Jamaica; and, in company with the Brilliant, Captain Logie, took three French privateers, with a prize which one of them had taken.

On the 29th of Auguſt, Captain Hotham being off Cape Pinas, with the wind weſterly, got ſight of two ſail to the windward, ſteering to the eaſtward. On ſeeing the Æolus, they hauled their wind, and ſtood in to Aviles bay, juſt to the weſtward of the Cape, On doing this, the Captain plainly diſcovered their force, and ſaw that one of them was a very large ſhip; but judging that they had done this, on purpoſe to avoid meeting with him, for Aviles did not appear a port capable of receiving a ſhip of her ſize, he reſolved, as ſoon as the wind and weather would admit, to reconnoitre it. It was, however, the 2d of September, before he could effect his purpoſe, when he ſtood into the bay with a light air of wind from the eaſtward, and ſaw the above mentioned ſhips at anchor; the ſmalleſt cloſe under the weſtmoſt land of the bay, about three or four miles diſtant from the other, which was obſerved to be warping towards the entrance of Aviles river. She had ſufficient time to do this, before it was in Captain Hotham's power to give her any interruption. The wind freſhened, and Captain Hotham ſtood farther on. Opening the point round which the largeſt ſhip lay, he received her fire, and that of a three gun battery, which was not obſerved before, ſituated on an eminence within the point. Judging, however, that after the Æolus was properly placed, the battery could not give much annoyance, he made a ſmall trip, and about three in the afternoon, anchored with a ſpring on his cable, in ſuch a poſition, as to be able to direct part of the ſhip's fire upon the battery, at the ſame time that he attacked the enemy's ſhip; To this cannonade, the Spaniards made a very faint return; and ſoon after, took to their boats and abandoned the ſhip; on which Captain Hotham ſent Mr Paſley, his firſt Lieutenant, on board, to take poſſeſſion of her, at the ſame time covering him from the fire which was ſtill kept up from the battery. No ſooner had Lieutenant Paſley got on board the prize, than the enemy abandoned the battery; and to prevent their returning to it, and giving any interruption during the night, Captain Hotham ſent Lieutenant Campbell on ſhore, with a party of marines, who ſpiked up the guns. When the tide was about half ebb, the prize grounded; but there being a probability of getting her off the next flood, anchors and warps were carried out, and every neceſſary means made uſe of to accompliſh it: but ſhe bulged in the night before the tide had riſen high enough to float her, by which this deſign was rendered fruitleſs; the prize was then ſet on fire. From ſome papers found on board, Captain Hotham learned that ſhe was a Spaniſh ſhip called the St Joſeph, from the Caraccas, bound to Paſſage, and laden with hides and cocoa. She had only thirty-two guns mounted, was capable of being made to carry ſixty, having ring-bolts fixed below, and her timbers cut for that purpoſe; but had only a few of her lower ports cut out, and might meaſure about twelve hundred tons. Captain Hotham ſtrongly recommended it to the Captain of the Charming Nancy, privateer of Jerſey, to go and attack the other ſhip: but, although of much ſupérior force, he declined it. As ſoon as day broke on the third, he weighed, and went himſelf in ſearch of her: but not being able to ſee any thing of her, he concluded ſhe had eſcaped, by putting to ſea in the night. Captain Hotham was greatly pleaſed with the behaviour of his ſhip's company on this occaſion; and although his rigging and ſails were much damaged, he fortunately had not a man hurt.

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† Now Lord Hotham of Ireland, and Admiral of the White.

On the 11th of September, between St Andero and Bilboa, he fell in with, and gave chaſe to ſeven ſail of ſhips, ſteering to the weſtward. They all mounted guns; and three of them appeared to be frigates. They were too ſtrong for him to attack alone; but he kept them company, in hopes of falling in with ſome of the Britiſh cruizers: not being ſo fortunate as do ſo, he was obliged to leave them, and return to his ſtation, in doing which, he took a ſloop from Bourdeaux, bound to St Domingo, laden with proviſions, one of the above convoy, but which had ſeparated ſoon after ſailing.

The Fame and Lion took the Eſcurial, a French ſloop of war, mounting ten guns, and the Villevean, a French ſhip from the Iſle de Bourbon, having a cargo of four thouſand bales of cotton.

The Milford of twenty-eight guns, Captain Robert Man, in latitude 34. 15. N. and longitude 25. 7. W. from London, on the 7th of March, at ten in the morning, ſaw a ſail, to which he gave chaſe, and came up with at ten o'clock at night. A very cloſe action immediately commenced; at the beginning of which Captain Man had the misfortune to receive a ſhot thro' the right thigh from a ſix pound ball, of which wound he died at three the next morning. Lieutenant Day, on whom the command devolved, fought the ſhip with great ſpirit, until half an hour paſt eleven o'clock, when he received a wound from a muſket ball in the middle of the forehead, which totally deprived him of his ſenſes, and of which he died two days afterwards. The ſecond Lieutenant, Mr Naſh, continued the action until half paſt two next morning, when the enemy ſtruck. She proved to be La Gloire, from Paſſage, belonging to Bourdeaux, and bound to St Domingo, a letter of marque. She mounted ſixteen ſix-pounders, but pierced for twenty, ten ſwivels, and ninety-four men; was laden with wine, flour, brandy, bale goods, &c. They had ſix men killed, and eighteen wounded. The Milford had her Captain, firſt Lieutenant, and two men killed, and thirteen wounded.

The Valiant, Commodore Keppel, on the 11th of March, on his voyage to the Weſt Indies, took the St Prieſt, a French Eaſt India ſhip of ſeven hundred tons burden, and two hundred and thirty men beſides paſſengers, from the Iſle de Bourbon, bound to Port L'Orient. Her cargo conſiſted of coffee and pepper.

The Blonde, Captain Kennedy, took, after an hour's engagement, the Boutin, a French Eaſt India ſhip, of four hundred and ſixty tons, mounting twenty guns, having one hundred and eighty-nine men on board, including paſſengers, bound from the Mauritius to Port L'Orient, laden with coffee and pepper.

We ſhall conclude this firſt part of Naval and Military Tranſactions, with the narrative of a very brave action of the Honourable Captain John Ruthven, Commander of his Majeſty's ſhip the Terpſichore, of twenty-ſix ſix-pounders only, who, after an obſtinate defence, compelled the Marquis de Marigny, of twenty nine-pounders, but pierced for twenty-four, to ſtrike. She was bound from Bourdeaux to St Domingo. The conduct of Captain Ruthven was much applauded. The enemy endeavoured to avoid a cloſe engagement, and avail themſelves of their great ſuperiority of weight of metal; but Captain Ruthven, by getting cloſe upon their weather quarter, made his ſix pounders do as much execution as the enemy's nine-pounders. The enemy had nine men killed, and eighteen wnunded. On board of the Terpſichore, five men were killed, and the Captain and ſixteen wounded.

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A LIST of the principal FRENCH and SPANISH PRIVATEERS taken, and by whom, from the end of the Year 1761, to the concluſion of the War.

| PRIVATEERS NAMES. | No. of |  | Belonging to | By whom taken. | No. of |  | CAPTAINS NAMES | How diſpoſed of. |
|---|---|---|---|---|---|---|---|---|
|  | Guns. | Men. |  |  | Guns. | Men. |  |  |
| Cerberus - | 12 | 105 | St Malo | Tartar - | 28 | 200 | J. Knight | Sold. |
| Auguſtine - | 10 | 80 |  |  |  |  |  |  |
| Audacieux - | 10 | 104 | Breſt - | Coventry | 28 | 200 | Rob. Carpenter | Ditto. |
| Dos Amigos - | 8 | 50 | St Sebaſtians |  |  |  |  |  |
| Guerrier - | 10 | 120 | Bayonne |  |  |  |  |  |
| Groignard - | 10 | 126 | Ditto - |  |  |  |  |  |
| Duc d'Ayen - | 16 | 120 | Dunkirk | Tweed - | 28 | 200 | W. Paſton | Ditto. |
| Creole - | 8 | 84 | Bayonne | Venus - | 36 | 240 | T. Harriſon | Ditto. |
| Amiable Joſepha | 14 | 103 | St Sebaſtians |  |  |  |  |  |
| Miquelet - | 14 | 106 | Bayonne |  |  |  |  |  |
| N. S.de Bigonia | 16 | 195 | Bilboa - |  |  |  |  |  |
| Duc de Penthievre | 14 | 106 | Bayonne | Ditto, and the Lark | 32 | 220 | T. Shirley |  |
| Galgo - | 18 | 136 | Bilboa - |  |  |  |  |  |
| Perrier - | 6 | 80 | Bayonne | Æolus - | 32 | 220 | W. Hotham | Ditto. |
| Eſperance - | 6 | 60 |  |  |  |  |  |  |
| Malonin - | 6 | 80 | St Malo - | Ditto, and the Brilliant - | 36 | 240 | Ja. Logie |  |
| Curieux - | 6 | 33 | Ditto - |  |  |  |  |  |
| Migonne - | 8 | 63 | Bayonne |  |  |  |  |  |

LIST CONTINUED.

| PRIVATEERS NAMES. | No. of |  | Belonging to | By whom taken. | No. of |  | CAPTAINS NAMES. | How diſpoſed of. |
|---|---|---|---|---|---|---|---|---|
|  | Guns. | Men. |  |  | Guns. | Men. |  |  |
| Romaine - - | 20 | 130 | Dunkirk | Effex - | 64 | 500 | A. Schomberg | Sold. |
| ——— | 12 | 120 | ——— | Bellona - | 74 | 600 | P. Denis | Ditto. |
| Duc de Fronſac | — | — | ——— | Mermaid | 24 | 180 | G. Watſon | Ditto. |
| Serviceable - | 0 | 90 | ——— |  |  |  |  |  |
| A Spaniſh packet | 14 | 59 | St Sebaſtian | Royal William | 84 | 750 | H. Pigot | Ditto. |
| Le Baillen - | 14 | 160 | Rochelle |  |  |  |  |  |
| La Minx - - | 10 | 68 |  |  |  |  |  |  |
| N. S. del Corolylas,<br>Anama Guipuſcoa | 16 | 170 | St Sebaſtians |  |  |  |  |  |
| Family Compact | 10 | 201 | St Sebaſtians | Boſton - | 32 | 220 | Sir Tho. Adams | Ditto. |
| Grand Amiral - | 10 | 85 | Bayonne | Liverpool | 28 | 200 | R. Knight | Ditto. |
| Bearnoiſe - | 14 | 82 | Ditto - | Richmond | 32 | 220 | J. Elphinſtone | Ditto. |
| Soujon - | 8 | 45 | Morlaix | Renown | 32 | 220 | ——— | Ditto. |
| Comte d'Heronville | 16 | 129 |  |  |  |  |  |  |
| Domerville - | 8 | 64 | St Malo |  |  |  |  |  |
| Sequier - | 12 | 90 |  | Adventure | 32 | 220 | Cha. Middleton | Ditto. |
| Artemiſa - - | 8 | 65 | Bayonne |  |  |  |  |  |

LIST CONTINUED.

| PRIVATEERS NAMES. | No of Guns. | No of Men. | Belonging to | By whom taken. | No. of Guns. | No. of Men. | CAPTAINS NAMES. | How diſpoſed of |
|---|---|---|---|---|---|---|---|---|
| Duc de Broglio | 14 | 80 | Dunkirk | Diſpatch ſloop | 12 | 100 | Hon. P. Bertie | Sold. She had 6 ranſ. on board. |
| Nannen - | 6 | 50 | St Malo | Looe | 40 | 250 | T. Penny | Ditto |
| Jupitre - | 22 | 185 | Bayonne | | | | | |
| Cantabria - | 14 | 115 | ——— | | | | | |
| N.S. de la Piedad, *alias* Golondrina | 8 | 65 | ——— | Aldborough | 24 | 160 | M. Graham | |
| Mars - | 10 | 50 | ——— | Dolphin | 24 | 160 | R. Keeler | Ditto |
| Dunkerquoiſe | 4 | 30 | Dunkirk | Diana | 32 | 220 | W. Adams. | Ditto. Had 5 ranſ. on board. |
| Comte de Flandre | 10 | 70 | | | | | | |
| La Gala - | 6 | 56 | St Sebaſtians | Juno | 32 | 220 | Hon. G. Falconer | Ditto |
| Eſperance - | 6 | 66 | St Malo | Brilliant | 36 | 240 | Ja. Logie | Ditto |
| Malouin - | 6 | 34 | St Malo | Diligence ſloop | 12 | 100 | W. Oſborn. | Ditto |
| La Parfait - | 12 | 103 | St Sebaſtians | Arethuſa | 32 | 220 | Hon. Raby Vane | Ditto |
| Amitié - | 18 | 77 | Bayonne | | | | | |
| Victoire - | 10 | 77 | Ditto | Niger | 32 | 220 | T. Cornwall | Ditto |
| ——— | 12 | 70 | ——— | Acteon | 28 | 220 | P. H. Ourry | Ditto. |

It would be doing injuſtice to the Britiſh ſailors embarked in private ſhips of war, not to record the following inſtances of their bravery.

The Brilliant and Duke of York privateers, commanded by Captains Creighton and , gave chaſe to ſome Spaniſh veſſels, who took ſhelter in a ſmall port near Cape Finiſterre, defended by a battery of four guns at the entrance. This they attacked, and in two hours beat the Spaniards from their guns: they then landed and hoiſted Britiſh colours on it. They had it in their power to have laid the town in aſhes, but contented themſelves with ſpiking up the cannon, burning two ſhips that lay there in ballaſt, and bringing off four veſſels, which were laden with wine for the uſe of the Spaniſh fleet at Ferrol. All this they performed with no other loſs, than two men killed, and twelve wounded.

The Hampden packet, of eight guns and thirty men, commanded by Captain Board, ſtationed between Faro and Gibraltar, was attacked off Teneriffe, by eleven privateers, who bore down in order of battle. Their Commodore was a barcolongo of eight guns, and ſixty men. His ſecond, a xebeque of the ſame force. Theſe veſſels led the van of this fleet. Five others of a leſſer ſize came a little aſtern of the Commodore; the other four veſſels had each a gun in their prow, and were manned with twenty-five or thirty men each: theſe brought up the rear. The battle began at eleven o'clock: at half paſt one they hauled their wind, and returned from whence they came leaving the packet to proceed to Gibraltar, where ſhe arrived about three o'clock the ſame day. Her rigging and ſails were much hurt; but ſhe had the good fortune not to have a man hurt. It was afterwards learned, that the enemy had four killed, and eight wounded.

The King George privateer, Captain Reed, took, after an obſtinate engagement of two hours and a half, the Tiger frigate of twenty-ſix nine pounders, and two hundred and forty men, commanded by M. Fabry, from St Domingo, bound to Bourdeaux. She was a King's frigate lent to the merchants, who fitted her out. During the action, three of her guns burſt; by which accident, the enemy had twenty men killed outright, and a great number wounded; beſides having eighty men killed or wounded in the battle. Her cargo was valued at 150,000l. The King George had three men killed, and twelve wounded; but of theſe eight died of their wounds.

We cannot conclude the firſt part of theſe Memoirs, without mentioning the following circumſtances, ſo very characteriſtic of our Moſt Gracious Sovereign.

On the 10th of January, the Zenobie, a frigate belonging to the King of France, of twenty-two guns, and two hundred and ten men, ſailed from Havre-de-Grace, on a cruize. On the 12th, they were overtaken by a violent ſtorm, and, after uſing every effort, were obliged to run the ſhip aſhore on the peninſula of Portland; where with much difficulty, ſeventy one of the crew were ſaved, who got on ſhore with very few clothes. The barbarous inhabitants, however, came down and ſtripped the poor unfortunate creatures of what little the ſea had left them. They muſt have periſhed, had not Mr Taver, the Governor of Portland, interpoſed his authority, and exerted his benevolence. When ſomewhat recovered from their bruiſes and fatigues, he ſent them to Weymouth; from whence the officers wrote to the Lords of the Admiralty, petitioning their Lordſhips, that in commiſeration of their diſtreſſes, they would not add captivity to their misfortunes. The Secretary of the Admiralty immediately anſwered their letter, in which he informed them, that the Lords of the Admiralty had laid their letter before his Majeſty, who was graciouſly pleaſed to order, in compaſſion of their deplorable circumſtances, that they were not to be regarded as priſoners, but that they ſhould all of them be immediately clothed, and maintained at his expence, until embarked for France.

This humanity and generoſity was attended with the following good effect. On the night of the 25th of January, in a violent ſtorm, a Britiſh veſſel was drove aſhore near to Havre-de-Grace, and broke to pieces, but the crew were ſaved. The Commandant of the place being informed of this, immediateately ordered them good comfortable quarters, and allowed the common men at the rate of thirty ſous a day, until they were embarked for England.

The enemy took from us but one ſloop, viz. the Gramont, which they found in the harbour of St John's Newfoundland; and the Baſiliſk bomb-ketch of eight guns, commanded by Captain Lowfield, who, on her voyage to England from the Havannah, was, on the 29th of October, taken by the Audacia, privateer of Bayonne, of eighteen guns, and one hundred and forty men, after a moſt obſtinate engagement, in which both Captain Lowfield and his Lieutenant were mortally wounded, and many of the crew were killed.

Beſides the loſs already mentioned of the Raiſonable and Cheſterfield, in the Weſt Indies, we had the misfortune to loſe the Humber of forty guns, Captain Onſlow, on Hazeborough ſand, off the coaſt of Norfolk, as he was convoying home the Baltic fleet. The Captain and crew were ſaved.

The Peregrine, Scorpion, Savage, and Epreuve ſloops of war, with all their crews, were likewiſe loſt.

In the Eaſt Indies, the Tiger and Saliſbury became quite unſerviceable, and were broke up. The Falmouth was alſo worn out, and obliged to be left at Batavia.

In the courſe of this year, we took one hundred and twenty privateers and merchant ſhips from the enemy; many of them of very great value. In point of numbers, the loſs ſuſtained by the Britiſh was much ſuperior to both French and Spaniards; but few of them were of very great value, except the Walpole outward bound Eaſt India ſhip, and thoſe which the King of Spain had moſt ungenerouſly detained in his ports when the two courts came to a rupture. The Spaniards had neither fleets, cruizers, nor privateers at ſea, ſufficient to give great annoyance to the Britiſh commerce; and for the French, they had ſcarcely any thing at ſea but frigates and privateers. They did the Britiſh trade ſome miſchief; but ſuch numbers of them were captured by the Britiſh cruizers, that towards the cloſe of the war, the ſeas were well cleared of them, and their mercantile people in general ſo much hurt by the loſſes they had ſuſtained, that they were not in a condition to fit out more. No nation ever paid dearer for a ten months war than Spain did, and ſhe well deſerved it for her temerity. Conſidering that ſhe loſt the Havannah, with a great part of the iſland of Cuba; the Philippine Iſlands, with a great many merchant ſhips at both places, the Manila galleon, the Hermione, and other valuable ſhips, together with a large ſquadron of ſhips of war, ſhe got too eaſily out of her difficulties at the peace. We hazard nothing in aſſerting, that it was owing to the immenſe pecuniary aid which the ſtate derived from the unparalelled ſucceſſes with which all our principal operations were attended, that Great Britain was enabled to proſecute with vigour the moſt expenſive, as well as the moſt extenſive war that ever this kingdom waged. To this muſt be added, the prodigious ſubſidies paid for a number of years to foreign princes; and the aid afforded the kingdom of Portugal, in men, money, and ſhips, which ſaved her from being overpowered by the Spaniards and French. From the very great ſuperiority of the Britiſh navy, the trade received ſuch ample protection, that during the laſt three years of the war, it greatly increaſed; yet, conſiderable as our reſources were, we ſhould have found the war much more oppreſſive to us, had it not been for the great influx of money which flowed into the kingdom from an extenſive war, and of which Government reaped the immediate advantage.

In order to bring into one ſtrong point of view, the very great ſucceſs which the Britiſh navy obtained over the navies of France and Spain, the reader will find at Note 203. in the Appendix to this work, complete liſts of the French and Spaniſh ſhips of war that were taken, loſt, or deſtroyed, from 1755, to the concluſion of hoſtilities; and at Note 204, a ſimilar liſt of the Britiſh ſhips of war; alſo, a liſt of the Britiſh Captains who were killed in battle, mortally wounded, or who loſt their lives with their reſpective ſhips; at Note 205. a complete liſt of the Britiſh navy, with the names of the Captains, as it ſtood at the concluſion of the war; and at Note 206. a complete liſt of the Spaniſh navy as it ſtood in 1759.

The King of France had ſignified his wiſhes to the Britiſh Court, through the King of Sardinia's Ambaſſador there, that he was deſirous that the negociations for peace might be renewed. In conſequence of this, the Duke of Bedford was ſent to Paris, as Ambaſſador Extraordinary and Plenipotentiary from the Court of London; and the Duc de Nivernois came to London in the ſame character, from the Court of Verſailles. The preliminaries for a peace with France, Spain, and Great Britain, were ſigned at Fontainbleau the 3d of November. (See Note 207.)

After the recital of ſuch glorious ſucceſſes, the reader will no doubt be greatly ſurprized to find how very inadequate was the peace juſt made; eſpecially when it is conſidered, that the King of Pruſſia's affairs were now taking a favourable turn, and that they required no conceſſions on our part to obtain better conditions for him. The ſame may be ſaid of the King of Portugal; while, by our ſucceſſes in the Eaſt and Weſt Indies, the whole American dominions of Spain lay at our mercy. By this famous treaty of peace, we gained, in America, the whole province of Canada, with the iſlands of St John and Cape Breton, and all that part of Louiſiana which lies on the eaſt of the river Miſſiſippi, the town of New Orleans excepted, and the free navigation of the river Miſſiſippi. The French were permitted to fiſh on the banks of Newfoundland, under certain limitations. The iſlands of St Pierre and Miquelon, were ceded to them for curing of their fiſh, and the conducting of their fiſhery; but they were not to erect any fortifications there. or to keep a garriſon ſtronger than fifty men. Spain to relinquiſh her claim to fiſh on the banks of Newfoundland. Great Britain to be permitted to cut logwood, and build houſes, but not to erect fortifications. All fortifications that were erected, to be demoliſhed. Spain to reſtore any places ſhe may have conquered in Portugal, and to cede to great Britain the province of Florida; in conſideration of which, Great Britain was to reſtore

ſtore the Havannah and its dependencies to Spain. Martinico, Guadaloupe, Marigalante, to be reſtored to France, together with the neutral iſland of St Lucia. Great Britain to retain the Grenades and the Grenadines, with the neutral iſlands of Dominica, St Vincent, and Tobago. In Europe, the iſland of Minorca to be reſtored to Great Britain, and the iſland of Belle-iſle to France. The fortifications of Dunkirk to be demoliſhed. In Africa, Great Britain was to retain Senegal, and reſtore the iſland of Gorée to France. In Aſia, all our conqueſts made from France in this part of the globe, to be reſtored; but with this reſtriction, that ſhe was to erect no fortifications in the province of Bengal.

The terms of the peace were loudly arraigned; yet, at the ſame time, they had many advocates in their defence. The immenſe extent of our American dominions, now that Great Britain can call Canada and Florida her own, would leave our American ſubjects at full liberty to purſue their different avocations, without any European power diſturbing them. The natives could be eaſily kept in awe, when unſupported. The proſpects held out for improvements in commerce, were boundleſs; and promiſed adventurers ſuch immenſe returns, as would gratify the utmoſt avidity. Such was the language of the friends of Adminiſtration; but thoſe attached to the Oppoſition, and they were not a few, drew a very different picture. The full ſecurity, exclaimed they, that is to be enjoyed by the Americans, will not tend to the advantage of Britain, when they have nothing to fear. They will forget the favours they have received from the mother-country, when they are no longer in need of her ſupport. They will endeavour to aggrandize themſelves, and get clear of the controul with which their commerce is fettered; and when the temper of the firſt emigrants to the weſtern continent was reviewed, gratitude and loyalty could not be ſuppoſed to be ingrafted on their deſcendants. In their opinion, Canada ſhould have been reſtored to France; the limits of Nova Scotia extended; the iſlands of Cape Breton and St John retained; and France excluded from the Newfoundland fiſhery. Spain ſhould have been permitted to keep Florida;

rida; it never was an object worth the contending for; and conſidering that the Britiſh poſſeſſed the key to the Spaniſh Weſt Indies, as long as they held the Havannah, they ſhould not have parted with it, without a very valuable conſideration;—a part of the iſland of Hiſpaniola, or the iſland of Porto Rico, and our right to the logwood trade eſtabliſhed; a territory on the Spaniſh Main in the bay of Honduras, and bay of Campeachy, ceded to us, together with the iſland of Rattan, for which the Spaniards ſhould have had the iſland of Minorca. The French ſhould either have been obliged to yield up their half of the iſland of Hiſpaniola, or the iſland of Guadaloupe and its dependencies, to Great Britain. Belleiſle to be reſtored to them, with Gorée in Africa. It ſhould likewiſe have been a ſtipulation between our Court and that of Madrid, that if the enterprize againſt the Philippine Iſlands proved ſucceſsful, an equivalent ſhould have been given before they were reſtored. Had this been the caſe, one of thoſe iſlands might have been ſecured to us; and by means of it, we might have become rivals to the Dutch in the ſpice trade. But by the terms of peace, the beſt opportunity was loſt of humbling the pride of the Houſe of Bourbon that ever was, or perhaps ever will be again in the power of Great Britain.

THE END OF THE SECOND VOLUME.

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